

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Application of

Miami Air International, Inc.

for a certificate of public convenience and
necessity pursuant to 49 U.S.C. § 41102
(interstate charter passenger air transportation))

Docket OST-2022-

APPLICATION OF MIAMI AIR INTERNATIONAL, INC.

Communications with respect to this document should be addressed to:

Mark W. Atwood
Rachel Welford
Cozen O'Connor
1200 19th St., N.W.
Washington, DC 20036
Tel. 202-463-2513
Email: matwood@cozen.com
rwelford@cozen.com

Counsel for
Miami Air International, Inc.

May 13, 2022

NOTE: Any person may support or oppose this application by filing an answer in the docket and serving a copy on undersigned counsel and all person on the attached service list. Answers are due on or before June 3, 2022.

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Miami Air International, Inc. ("Miami Air"), hereby applies, pursuant to 49 U.S.C. § 41102, Subpart B of the Department of Transportation's Procedural Regulations (14 CFR Subpart B), and Section 204.3 of the Department's Economic Regulations (14 CFR § 204.3), for a Certificate of Public Convenience and Necessity authorizing it to conduct interstate charter air transportation of persons, property and mail with large aircraft, as described in this Application. A separate application for equivalent foreign authority is being filed contemporaneously in another docket.

Background

Miami Air has a distinguished 30-year history of operating passenger charters within the United States and around the world. Miami Air was initially certificated by the Department in 1991 for interstate and foreign charter air transportation (Order 91-10-50). It operated flights within the U.S. and to over 100 countries around the world for sports teams, cruise lines, tour operators, music groups, corporations, celebrities, political candidates, as well as various U.S. Government agencies, including the

Department of Defense. The carrier filed for Chapter 11 bankruptcy protection in March 2020 and ceased operations on April 17, 2020. Subsequently, in May 2020 its case was converted to a Chapter 7 liquidation proceeding.

The key assets of the bankrupt estate, including certificate authority, were purchased on May 20, 2020 by Mr. Tomas Romero, owner of Caribbean Sun Airlines, Inc. d/b/a World Atlantic Airlines (“CSA”), a U.S. Part 121 certificated air carrier based in Miami, on account of the value of the 30-year legacy and industry reputation of Miami Air. Miami Air International, Inc., a corporation formed in Delaware, filed jointly with Miami Air International, Inc., a Florida corporation in bankruptcy that held the certificate authority, for the Department to transfer its interstate and foreign certificate authority to the newly formed company. The transfer of interstate authority was approved in September 2020 by Order 2020-9-6, and the foreign authority was transferred by Order 2020-11-12.

Prior to recommencing operations, however, it was necessary for Miami Air to complete its FAA recertification, and provide further fitness information to the Department. Over the course of the following months, there were several exchanges of questions and answers with the carrier’s previous counsel, and subsequently the carrier requested, and was granted, four extensions of the one-year dormancy provision of 14 CFR § 204.7 due to the length of time the FAA was taking with the approvals of manuals and programs. On April 20, 2022, the carrier requested a fifth extension; however, the Department at that time declined the request, and by Order 2022-5-2, issued May 6, it revoked Miami Air’s domestic certificate. (Revocation of the foreign authority remains under White House review.)

Miami Air continues to assert that it is fit, willing and able to resume operations. The processes at the FAA were delayed by the “perfect storm” of numerous personnel changes within the Miami FSDO plus COVID-related restrictions on FAA inspectors’ work and travel, which have protracted FAA processes far beyond normal timeframes. Since beginning its recertification 22 months ago, Miami Air has had three different Principal Operations Inspectors (“POI’s”) assigned to its certificate; one passed away unexpectedly in August 2020, and the carrier thereafter went three months without an assigned POI. Because the POI is absolutely critical to a recertification, very little progress was made during this time. Miami Air’s current POI was assigned only last month. The management of the FSDO has also undergone a high turnover in the past 22 months, with the Manager position changing hands four times. The high incidence of inspectors becoming ill, and the difficulty of scheduling inspectors from outside Miami to conduct required inspections or meetings, required numerous cancellations and rescheduling of required recertification events.

But for these upheavals, over which the carrier had no control, the process would likely have been completed long ago. In fact the carrier is, and has been throughout this period, staffed with all the employees it would need to operate. At this time, 102 persons are on the Miami Air payroll; a large proportion of them are long-time Miami Air employees who have stayed on out of loyalty to the carrier. They are being paid by Mr. Romero personally in order to keep the company together. All cockpit and cabin crews are fully current and qualified to start operations immediately.

Information Required by 14 CFR § 204.3

1. Name and Address: (§ 204.3(a))

Miami Air International, Inc.
5000 NW 36th Street
Miami, FL 33166

Mailing address:
P.O. Box 660220
Miami, FL 33266-0880

Tel: (305) 876-3600

2. Form and State of Organization: (§ 204.3(b)-(d))

Miami Air is a Delaware corporation, formed June 8, 2020. A Certificate of Good Standing from the Secretary of State of Delaware is attached as Exhibit MA-1.

3. Citizenship and Substantial Interests: (§ 204.3(e) and (g))

Miami Air is a citizen of the United States as defined in 49 U.S.C. § 41102(a)(15). One hundred percent of its voting stock (100 issued shares of common stock) is held by Mr. Tomas Romero, a U.S. citizen, and all of its directors and key management personnel are U.S. citizens. An affidavit of the company's U.S. citizenship is attached as Exhibit MA-2.

4. Key Personnel: (§ 204.3(f))

The Board of Directors of Miami Air consists of Mr. Romero, Armando Martinez (President), Iraq Pacheco (V.P. Finance), and Patrick Joseph (Secretary). All directors are citizens of the United States. Their biographies are included in Exhibit MA-3.

Miami Air's management has extensive experience in aviation, and in fact many of these persons have been with the carrier for over 10 years. Mr. Romero himself has 13 years' experience with Part 121 carriers, and 40 years in the industry, and Mr. Martinez has 21 years' experience in air carrier management. The individuals holding key management positions with the carrier are as follows:

<i>Chief Executive Officer</i>	-	Tomas Romero
<i>President</i>	-	Armando Martinez
<i>V.P. Finance/CFO</i>	-	Iraq Pacheco
<i>Director of Operations</i>	-	Daniel Sweitzer
<i>Director of Maintenance</i>	-	Nelson Gonzalez
<i>Director of Safety & Security-</i>		Dustin Quiel
<i>Chief Pilot</i>	-	Gabriel Cosentino
<i>Director of Quality Control</i>	-	Bruce Embree

The business address of the persons listed above is 5000 NW 36th St., Miami, FL 33166. All individuals named are citizens of the United States. Copies of their resumes are included in Exhibit MA-3. None of these persons are related by blood or marriage.

None of these persons currently hold any officerships, directorships, or shares of stock or other interests in any air carrier, foreign air carrier, common carrier, person substantially engaged in the business or aeronautics, or persons whose principal business is the holding of stock in such entities, except as follows: Mr. Romero is the 100% owner and chief executive of Caribbean Sun Airlines, Inc. d/b/a World Atlantic Airlines. The attached resumes describe the relationships these persons may have had with such entities in the past.

Each of the FAA-mandated technical personnel listed above (Director of Operations, Director of Maintenance, Director of Safety and Security, Director of Quality Control, and Chief Pilot) meet all required qualifications as mandated in 14 CFR §§ 119.65 and .67.

An organizational chart, showing the relationship of the various personnel and operating departments of the company, is attached as Exhibit MA-4.

5. Subsidiaries and Related Companies: (§ 204.3(h) and (i))

CSA is considered a “relevant corporation” under the regulations, due to its common ownership, but there is no direct corporate relationship between it and Miami Air.

6. Financial Statement: (§ 204.3(k))

The company’s balance sheet as of April 30, 2022 is attached as Exhibit MA-5.¹ A statement of amounts paid for start-up expenses to date as well as estimated expenses for the remaining pre-operation period is attached as Exhibit MA-6. The company at this time has no operating revenue. The financial statements are stated on an accrual basis, and were prepared by the company’s CFO, Iraq Pacheco, in accordance with Generally Accepted Accounting Principles; Mr. Pacheco has a Bachelor’s degree in finance and an MBA degree from the University of Phoenix.

The balance sheet reflects the fact that Miami Air has cash assets on deposit of \$695,724.² This, however, does not reflect the existence of the \$7.5 million credit facility from Republic, described above. This facility can be drawn upon as needed. The confirmation of this credit facility is included as Exhibit MA-12. The commitment of this loan was made to Mr. Romero, and secured by his personal assets as collateral, and there are no repayment conditions applicable to the carrier. Mr. Romero has given his undertaking to make the full amount of this loan, plus an amount above and beyond

¹ With the exception of the Department’s certificate revocation, there have been no significant business events since the date of the balance sheet.

² The carrier’s Third Party Verification indicates that the balances as of May 11, 2022 total \$746,908. (See Exhibit MA-11.)

that, available to the carrier as needed. (Mr. Romero's commitment is contained in Exhibit MA-14.)

7. Actions and Outstanding Judgments: (§ 204.3(l) and (m))

There are no outstanding judgments against Miami Air, Mr. Tomas Romero, or any key personnel, directors or owners of the companies. A list of current litigation cases involving Miami Air, Mr. Romero or relevant corporations is contained at Exhibit MA-7.

8. Aircraft Fleet: (§ 204.3(n))

Miami Air currently has on lease two 168-seat Boeing 737-800's and plans to resume operations using these two aircraft during the first 12 months of resumed operation. The current aircraft are leased from BBAM Leasing and SMBC Leasing for a rate of \$165,000 and \$185,000 monthly. Additional aircraft will be added during the following year.

A sworn affidavit of FAA certification and compliance for these aircraft is contained at Exhibit MA-8.

9. Investigations, Enforcement Actions and Complaints: (§ 204.3(o))

There are no investigations, enforcement actions or complaints pending at the Department, including the Federal Aviation Administration, involving Miami Air, any relevant company, any personnel employed or to be employed by the carrier or any relevant company, or any person having a substantial interest in the carrier or any relevant company.

10. Charges of Fraud, Deception, etc.: (§ 204.3(p))

There have been no charges of unfair or deceptive or anticompetitive business practices, or of fraud, felony or antitrust violations, brought against any relevant company or person having a substantial interest in any relevant company, or member of the key personnel employed or to be employed by any relevant company in the past 10 years.

11. Aircraft Accidents or Incidents: (§ 204.3(q))

A Miami Air B737-800 aircraft experienced a runway excursion at Jacksonville, Florida on May 3, 2019, in which the aircraft ran off the end of the runway. The aircraft, which was conducting a passenger flight, suffered substantial damage to its landing gear and an engine cowling, though there were no fatalities and only minor injuries. The NTSB investigated and published findings on August 4, 2021.³ To the carrier's knowledge this incident is no longer under investigation, and no enforcement actions were brought as a result. Other than this, there have been no accidents or incidents experienced by Miami Air, its personnel, or any relevant company, during the past five years or at any time in the past and which remain under investigation.

12. Description of Authority Held: (§ 204.3(s))

Miami Air held Certificates of Public Convenience and Necessity for interstate and foreign charter air transportation of persons, property and mail, and a corresponding Air Carrier Certificate issued by the Federal Aviation Administration.

13. Description of Proposed Operation: (§ 204.3(t))

During its 30-year legacy of operations before its shut-down in 2020, Miami Air developed a well-deserved reputation as the top-quality U.S. charter airline. The

³ NTSB Accident Number DCA19MA143.

breadth and scope of its operations for a plethora of clients of every type (over 7,000 of them) testify to the strength of the market for its type of operations. That demand still exists; the carrier is fielding calls from former clients, including Miami Heat and DOD, asking when flights will resume. There is a real need for high-quality air charter service with large aircraft in this country, and Miami Air is confident that it can quickly re-establish itself in this important market. Indeed, most of the airline employees have been with the carrier for many years and are committed to making Miami Air once again the market's choice for charter services.

The carrier has planned a service resumption date of July 1, 2022. It plans to offer private and public passenger charter air transportation within the United States and to any country in the world to which it is permitted to operate.

14. Maintenance and Training:

Miami Air already has eight pilots on staff; these pilots have been kept current through the necessary training provided by the carrier. All training, including simulator training, is provided in-house at the carrier's facility in Miami. Similarly, 18 flight attendants are on staff. Flight attendant training is performed entirely in-house. All crews are fully current and qualified, and able to start operating immediately.

Miami Air also currently has four licensed A&P mechanics and two inspectors on staff. Training for mechanics is also performed in-house. The carrier has substantial hangar and maintenance facilities in place at its Miami base, and it expects to perform all maintenance at that location.

15. Forecast Financial Results of Operations and Financial Fitness Test:
(§ 204.3(t))

Exhibit MA-9 contains the carrier's projected financial statements for the first 12 months of resumed operations. These statements were prepared by the carrier's CFO, Iraq Pacheco, and are made on a cash basis. Exhibit MA-6 lays out a summary of Miami Air's pre-operation expenses. The carrier's three-month zero-revenue financial fitness test is detailed in Exhibit MA-10. The third-party verification of funds is contained at Exhibit MA-11. Note that the carrier's current balance sheet includes a credit facility in the amount of \$7.5 million from Republic Commercial Fund LLC of Miami (see Exhibit MA-12). Republic is a well-established commercial lender; its website can be viewed at <https://republicfundus.com>. For the Department's assurance, a financial statement for Republic is attached as Exhibit MA-13. The collateral securing this loan is Mr. Romero's personal financial assets. Because the carrier is depending in part on financial support from its owner, a copy of Mr. Romero's financial statement and third-party verification of funds is being provided to the Department under a Motion for Confidential Treatment as Exhibit MA-14 (Confidential).

Miami Air has forecast results on a monthly basis. Certain assumptions are made in the forecast: (1) The carrier expects to have three sets of crew per aircraft; thus each aircraft will have three pilots, three first officers, and 27 flight attendants. (2) The carrier has allocated \$4850 per flight hour for maintenance costs and reserves. Assumptions underlying the maintenance and operating costs are based on the management team's extensive experience in aircraft operation, management and maintenance. Certain other costs, such as crew and aircraft lease, are based on actual and expected contract rates.

The forecast shows that Miami Air is expected to experience a modest operating and net loss for the first 12 months of operation, though that should be corrected after the first year.

The financial fitness test reveals that pre-operating expenses remaining to be paid by the company total \$3.3 million. These include payroll for pilots and flight attendants, aircraft servicing, maintenance and G&A overhead. The three-month average operating expenses will be \$4.02 million. The amount required under the Department's zero-revenue test therefore will be \$7.58 million. As the exhibits demonstrate, the company has available cash and capital commitments more than sufficient to cover this cost with a \$3.9 million surplus.

16. Warsaw Waiver Agreement: (§ 204.3(u))

A signed counterpart of Agreement 18900 (OST Form 4523) is included as Exhibit MA-15.

17. Family Assistance Plan (49 U.S.C. § 41113) and Passenger Manifest Plan: (Part 243)

Miami Air is aware of its responsibilities under 49 U.S.C. Section 41113 to submit a plan to implement the Aviation Disaster Family Assistance Act of 1996 (Pub. L.101-264), as amended. That plan is attached as Exhibit MA-16, and will be filed shortly with the NTSB. The carrier's Passenger Manifest Plan is attached as Exhibit MA-17. The carrier will incorporate procedures implementing these plans into its manual system.

18. FAA Certification Status

As indicated earlier, the FAA recertification process has been greatly protracted due primarily to factors beyond the carrier's control. In the past few months, however, great progress has been made. The recertification process is being handled by the

Miami Flight Standards District Office. Exhibit MA-18, the “General Purpose Proving and Validation Test Job Aid,” which is a “living document” constantly updated by the carrier and the FAA, shows that all the items required of the carrier for certification have been completed, except for Phase 4, Item 4 (Proving and/or Validation Flight). The tabletop exercises are now tentatively scheduled for May 17 (subject only to confirmation by certain FAA inspectors outside the Miami FSDO); the actual flight cannot occur until the Department has issued a show-cause order in this proceeding.⁴

OST Form 6410, the carrier’s Certificate of Insurance, is attached as Exhibit MA-19.

19. Certification: (§ 204.3(v))

The required certification, signed by Miami Air’s President, is attached as Exhibit MA-20.

20. Conclusion:

As the above information and attached exhibit materials demonstrate, Miami Air is fit, willing and able to receive certification by the Department to operate interstate charter combination passenger and cargo air transportation. Its personnel are in position, fully trained and qualified, and ready to begin operations as soon as possible. Accordingly, the carrier requests expedited consideration of this request.

WHEREFORE, Miami Air International, Inc. requests that the Department issue it a Certificate of Public Convenience and Necessity to operate interstate charter air

⁴ Phase 3, Item 2.n. “Minimum Equipment List” has actually been approved; the FAA has given verbal approval, but the item still shows as incomplete until the FAA updates its system. Phase 3, Item 3.f. “Destination/alternate airport analysis” is only required for the validation flight, and this will be done once that flight has been scheduled.

transportation of persons, property and mail, and such other relief as the Department may deem necessary.

Respectfully submitted,



Mark W. Atwood

Rachel Welford

Cozen O'Connor

1200 19th St., N.W.

Washington, DC 20036

Tel. 202-463-2513

Email: matwood@cozen.com

Counsel for

Miami Air International, Inc.

Dated: May 13, 2022

MIAMI AIR INTERNATIONAL TABLE OF EXHIBITS

1. Delaware Certificate of Good Standing
2. Affidavit of U.S. citizenship
3. Directors and Key Personnel Information
4. Organizational Chart
5. Balance Sheets and Income Statements
6. Pre-Operating Expenses
7. Outstanding Judgments and Pending Litigation
8. Affidavit of Aircraft Compliance
9. Projected Financial Statements
10. Financial Fitness Calculation
11. Third-Party Verification of Funds
12. Republic Commercial Fund Credit Facility Verification
13. Republic Commercial Fund Financial Statement
14. Tomas Romero Letter of Commitment and Personal Financial Statement
(CONFIDENTIAL)
15. Form OST 4523
16. Family Assistance Plan
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18. FAA Certification Job Aid
19. Insurance Certificate
20. Certification

EXHIBIT MA-1
Delaware Certificate of Good Standing

Delaware

The First State

Page 1

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY "MIAMI AIR INTERNATIONAL, INC." IS DULY INCORPORATED UNDER THE LAWS OF THE STATE OF DELAWARE AND IS IN GOOD STANDING AND HAS A LEGAL CORPORATE EXISTENCE SO FAR AS THE RECORDS OF THIS OFFICE SHOW, AS OF THE NINTH DAY OF MAY, A.D. 2022.

AND I DO HEREBY FURTHER CERTIFY THAT THE SAID "MIAMI AIR INTERNATIONAL, INC." WAS INCORPORATED ON THE FIFTH DAY OF JUNE, A.D. 2020.



Jeffrey W. Bullock, Secretary of State

3017254 8300

SR# 20221849347

You may verify this certificate online at corp.delaware.gov/authver.shtml

Authentication: 203378475

Date: 05-09-22

EXHIBIT MA-2
Affidavit of U.S. citizenship

AFFIDAVIT OF UNITED STATES CITIZENSHIP

STATE OF FLORIDA)
COUNTY OF DADE) ss:

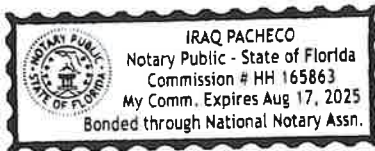
I, Tomas Romero, being first duly sworn, deposes and says:

1. I am 18 years of age or over.
2. I am the Chief Executive Officer of Miami Air International, Inc., and am authorized to make this statement on the Company's behalf.
3. I hereby swear, under penalty of perjury, that Miami Air International, Inc. is a citizen of the United States within the meaning of 49 U.S.C. Section 40102(a)(15).




Tomas Romero
CEO
Miami Air International, Inc.

Sworn to/affirmed and subscribed before me this 10 day of May, 2022,
by Tomas Romero, who is personally known to me or who presented
_____ as satisfactory
identification.



(Notary Seal)



(Signature of Notary)
Iraq Pacheco

(Name of Notary typed, stamped or printed)

EXHIBIT MA-3

Directors and Key Personnel Information

Tomas E. Romero BIO

A true American Story of success and making the American dream come true in Miami Florida. Today, Mr. Romero owns two 121 Airline Certificate with 250 employees with a potential to increase to 500 employees by years end.

Mr. Romero always rises up from adversity overcoming great challenges and proving true entrepreneurship to become who he is today, an Airline owner Executive taking a company from startup to success.

Mr. Romero arrived as a young adult in 1986 from Venezuela and after obtaining his FAA Mechanic License, worked at Eastern Airlines, as the company shut down operations, he always wanted to be an Entrepreneur building his first Company, R.A. Aviation, that in a very short time employed 30 Mechanics serving Central American Airlines, like Copa, Taca, Lacs, Aviateca, Nica, and others. It is still operating today.

Having tasted the success of business ownership, Mr. Romero went even further by combining talents to start his own MRO, Commercial Jet in 1988. From this venture, Tomas birthed JRM Maintenance which would eventually become Miami Tech Line Maintenance. By the early 2000's, Mr. Romero's companies were the go to companies for aircraft line maintenance at Miami International Airport.

In less than 10 years, Mr. Romero solidified himself at Miami International Airport –His first dream came true, having his own Heavy Check MRO facility. It was in late 2009 that this was actually realized and Mr. Romero lead Miami Tech to be a full service, light to heavy check MRO – completing heavy checks on aircraft such as the DC-10, MD-11, MD-80, B737 and many more. The company employed 250 high level mechanics that traveled and served airlines around the world, including U.S. government contracts. The company was sold in Sept 2018.

In May 2009, during the recession, he boldly ventured out of his comfort zone of aircraft maintenance to become an airline owner. Tomas purchased the Caribbean Sun Airlines Air Operating Certificate. He immediately re-certified and re-branded it as World Atlantic Airlines in September of 2010. The airline began with one aircraft (N802WA) in 2010 and has grown to a fleet of eight in 2020. Today, World Atlantic Airlines employs 220 high level jobs with it's base here in Miami Florida, his home city.

Once again, at the height of a global pandemic, Mr. Romero latest challenge was to pull out from bankruptcy Miami Air International after they ceased operation in May of 2020. He purchased the Airline Operating Certificate and assets of Miami Air and is currently working to put the airline back in the air. The comeback is on its way; he has hired all required employees back, creating an executive and flight team ready for the challenge.

On a personal note, Mr. Romero is married to Mrs. Vilma Romero and has two children –Tomas Jr. and Emily. As an immigrant, one can say that the "American Dream" is possible. His success was by no means easy. He persevered through the rough times of business and has come out on top. His love, passion and dedication for aviation and for the people of Miami is evident through his many ventures.

Armando Martinez

Flight Time	Total Time:		17,500 hours
	Total Pilot in Command:		12,800 hours
	Pilot in Command Turbojet: First Officer Turbojet:		6,600 hours
	First Officer Turbojet:		2,100 hours
	Simulator Instructor Captain B-727:		2,700 hours
Certificates	Airline Transport Pilot		
	Type Ratings: ATR-42, ATR-72, B-747, B-727, CW46, DC-3, DC-6, DC-7		
Education	Miami Dade Community College Associate of Arts in Aviation	Miami FL.	Graduated June/1968
	Burnside-OTT Aviation Training Commercial Pilot, Instrument & Flight Instructor	Opa-Locka, FL	Graduated June/1968
Aviation Experience	Miami Air International President/Accountable Executive	Miami, FL	03/20 - Present
	Miami Air International	Miami, FL	08/08 - 03/20
	Falcon Air Express • Director of Operations • Chief Pilot, Instructor, B-727 CIA	Miami, FL	07/01 - 07/08
	Atlas Air First Officer, B-747	Miami, FL	01/00 - 07/01
	Falcon Air Express Captain, B-727 Check Airman, SIM & Ground Instructor	Miami, FL	04/96 - 01/00
	Florida West Airlines First Officer, B-707	Miami, FL	08/94 - 04/96
	Trans World Airlines Captain, ATR-42	Philadelphia, PA	12/91 - 08/94
	Pan Am Express Captain, ATR-42	Philadelphia, PA	11/87 - 12/91
	Florida West Airlines First Officer, B-707	Miami, FL	08/86 - 10/87
	Miami Air Lease Owner, Director of Operations	Miami, FL	06/71 - 08/86
Personal Data	Status: Married		
	Citizenship: USA		
	Health: Excellent, Non-Smoker		
	Languages: English, Spanish		

Miami Air – Special Case Survey
Jul 2021

Before Miami Air will be allowed to resume operations, the U.S. Department of Transportation has ordered it to provide the current status of all pending investigations, complaints, or court actions involving the air carrier, its key personnel, relevant corporations, and persons having a substantial interest in any of these companies. Please complete, sign, and return this form. **Until further notice, please return an updated form promptly if any new matters arise or the status of any reported matter changes.**

a. Name and position at Miami Air (or World Atlantic):
Armando Martinez President/Accountable Executive
b. List each lawsuit or outstanding judgment against you for \$5,000 or more, describe each briefly, and identify the amount to whom each is or may be payable and how long each has been outstanding. Example: Driver v. Doe, pending case #02-1023 in Maryland District Court filed August, 2002. Mr. Driver alleges that I damaged his car in an accident, and he seeks \$25,000 in damages. I am contesting liability.
None
c. Provide the number of lawsuits and outstanding judgments against you of less than \$5,000 and the total amount involved. Example: One pending lawsuit for \$2500.
None
d. Identify, describe, and provide the current status of any <u>pending</u> investigation, enforcement action, or formal complaint filed by the Department of Transportation, including the Federal Aviation Administration, against you regarding compliance with Federal aviation laws or orders, rules, regulations, or requirements issued pursuant to those laws. Indicate any corrective actions taken. Example: FAA case 2001SO123456; the FAA alleges that I failed to properly inspect a propeller and proposes an \$11,000 civil penalty. I am contesting the charge.
None

e. Describe any charges of unfair or deceptive or anticompetitive business practices, or of fraud, felony or antitrust violation, brought in the past ten years against you and include the disposition or current status of each. If you are listed on the U.S. Government "Excluded Parties List System," please explain why you are listed. Example: Warbucks v. ABC Airlines, pending case #04-111 in U.S. District Court for Utah, filed July 2004. I am named as an individual defendant in this antitrust action against ABC Airlines.

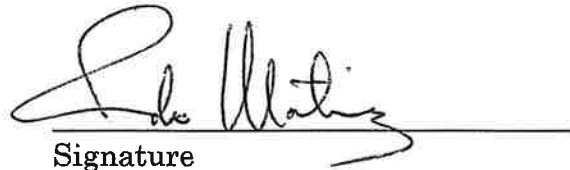
None

f. Identify, describe, and provide the current status of any aircraft accidents or incidents (as defined by NTSB regulations) you experienced in the last five years, as well as any other accidents or incidents you experienced that remain under investigation. Example: I was the pilot in a bent-propeller incident involving Cessna N12345 on 2/13/2004; NTSB Case FLL04OP001; the NTSB investigation continues.

None

DOT requires airlines to certify that they have "not in any manner knowingly and willfully falsified, concealed or failed to disclose any material fact or made any false, fictitious, or fraudulent statement" in responses to DOT.

I certify that the foregoing information is true and complete to the best of my knowledge and belief.



Signature

Name: Armando Martinez

Title: President

Date: 05/04/2022

Contact

7865867405 (Work)
ipacheco@miami-air.com

www.linkedin.com/in/iraq-pacheco-42686864 (LinkedIn)

Top Skills

Financial Analysis
Negotiation
Financial Reporting

Iraq Pacheco

Chief Financial Officer at Miami Air International
Miami

Summary

Growing, learning and getting better each day, not only as a professional but as a person with the help of God. No matter the outcome, no matter how harsh times treat you always try to do right thing, somewhere along the road your path aligns with the correct people and you will succeed.

Experience

Miami Air International
Chief Financial Officer
May 2020 - Present (2 years 1 month)
Miami, Florida, United States

Oversee Finance and Administration in bringing back into the Air the Miami Air International certificate again. Provide strategic leadership and coordination in the administrative, business planning, accounting and budgeting of the Airline.

World Atlantic Airlines
Chief Financial Officer
November 2019 - Present (2 years 7 months)
Miami, Florida

Bringing diversity, team work, and knowledge to an growing airline environment. Creating a strong and unbeatable team as a strategy is the key to become strong in the industry. Simplified any process with logical and critical thinking in this fast pace Airline Industry.

Imperial Air Services
Chairman
January 2019 - Present (3 years 5 months)
Miami

Provide flexibility that Airline needs. Savings in short term and new relationships to Airlines in a very tight aviation market, where everyone likes to take or make \$ around the Airline except the aforementioned. Changing Miami market worldwide view and gaining Airlines trust once again. A true airline partner in both good times and bad times. Redefining the aviation industry.

Fuel First, Imperial Air Repairs, PR Handling and Logistics

Executive Director

September 2017 - Present (4 years 9 months)

Miami, Florida

Expert in Air Cargo, Jet Fuel, Aircraft parts, International dealings, Global Finance, Air Cargo Industry deal closings.

Centurion Cargo Airlines

Corporate Treasurer

July 2004 - Present (17 years 11 months)

Miami

Centurion Cargo is a privately owned company founded in 2001. Based at Miami International Airport it currently operates a storage and process facility, and operates a fleet MD-11F and 747-400.

At the end of 2012 Centurion will operate 747-400 & MD-11 fleet composed of 12 aircrafts.

Centurion is one of the leading cargo airlines operating to and from Latin America and No. 1 in the handling of live animals and perishable goods. We also offer world wide charter, handling and security services among others, with new routes in Amsterdam and Asia.

Education

Harvard University

Contract Law, Finance and Business Administration Professional Continuing Education · (2020 - 2021)

University of Phoenix

Master of Business Administration (M.B.A.), Finance and Financial Management Services · (2011 - 2012)

University of Puerto Rico, Río Piedras

Bachelor of Business Administration (BBA), Accounting and Finance · (1996 - 2001)

Daniel Brian Sweitzer
4041 La Costa Island Court
Punta Gorda, FL 33950
561.306.2763
danielsweitzer@mac.com

Education:

- Dover High School, Dover, Ohio
- Florida Atlantic University, B.A., Mathematics & Computer Science, Boca Raton, Florida
- Naval Air Training Command, Pensacola Florida, Naval Aviator

Professional:

- Total Pilot Time: 11,000 hours. Time PIC 9,250, Time SIC 1,750
- U.S. Navy - Aviation Officer Candidate School (AOCS), Pensacola, Florida
- U.S. Naval Air Training Command, NAS Whiting Field, Milton, Florida
- Designated Naval Aviator, NAS Whiting Field, Milton, Florida
- U.S. Navy, Maintenance Functional Check Pilot
- Captain & Chief Pilot (119), VP of Flight Operations (119), Check Airman, Miami Air International, Miami, Florida

Ratings:

- Airline Transport Pilot
- Type - BE1900 (Direct Hire Captain)
- Type - B727 (Held Captain, FO & FE Positions)
- Type - B737NG (Held Captain and FO Positions)
- Flight Engineer B727
- Rotorcraft & Rotorcraft Instrument

Aviation Work History:

- Feb 2000 - Present: Miami Air International Captain B-727, Captain B737. Chief Pilot, VP of Flight Operations
- Nov 1997 – Feb 2000: - Gulfstream Airlines Commuter Captain, BE1900
- Mar 1997 – Nov 1997: - B727 Simulator & Ground School Instructor Pan Am Training Academy B727
- Dec 1996 – Mar 1997: Custom Air Transport, FEB727, operations scheduled and non-scheduled cargo B727
- Jan 1996 – Dec 1996: Carnival Airlines, FEB727, scheduled passenger service
- Feb 1987 – Dec 1994: U.S. Navy, Aviator, Aircraft: SH3H, TA4J, UC12B, T34C, TH57C

Time and Duration of Experience:

- Feb 2021 to April 2022: Miami Air, 14 CFR 121, B737 Simulator Check Airman. 14 Months.
- Jun 2020 to Nov 2021: Miami Air, 14 CFR 121, Chief Pilot Miami Air Int. 16 Months.
- Dec 2021 to April 2022 Miami Air, 14 CFR 121, VP of Flight Operations/ Director of Operations - 5 Months
- Dec 2004 to Dec 2019: Miami Air, 14 CFR 121, B737 PIC, 228 Months. Past 72 Months 48 Months PIC.
- Aug 2001 to Dec 2004: Miami Air, 14 CFR 121, B727 PIC, 40 Months.
- May 2000 to Aug 2001: Miami Air, 14 CFR 121, B727 SIC, 15 Months.
- Nov 1997 to Feb 2000: Gulfstream Airlines, 14 CFR 135, PIC BE1900. 27 Months.
- Jun 1992 to Dec 1994: U.S. Navy, Standardization & FCF Pilot, SH-3H. 29 Months.
- Jun 1990 to Dec 1994: U.S. Navy, Transport Plane Commander (PIC), SH-3H, UC-12B. 53 Months.

Miami Air – Special Case Survey
Jul 2021

Before Miami Air will be allowed to resume operations, the U.S. Department of Transportation has ordered it to provide the current status of all pending investigations, complaints, or court actions involving the air carrier, its key personnel, relevant corporations, and persons having a substantial interest in any of these companies. Please complete, sign, and return this form. **Until further notice, please return an updated form promptly if any new matters arise or the status of any reported matter changes.**

a. Name and position at Miami Air (or World Atlantic):
DANIEL B. SWEITZER / VP OF FLIGHT OPERATIONS (D.O)
b. List each lawsuit or outstanding judgment against you for \$5,000 or more, describe each briefly, and identify the amount to whom each is or may be payable and how long each has been outstanding. Example: Driver v. Doe, pending case #02-1023 in Maryland District Court filed August, 2002. Mr. Driver alleges that I damaged his car in an accident, and he seeks \$25,000 in damages. I am contesting liability.
NONE
c. Provide the number of lawsuits and outstanding judgments against you of less than \$5,000 and the total amount involved. Example: One pending lawsuit for \$2500.
NONE
d. Identify, describe, and provide the current status of any <u>pending</u> investigation, enforcement action, or formal complaint filed by the Department of Transportation, including the Federal Aviation Administration, against you regarding compliance with Federal aviation laws or orders, rules, regulations, or requirements issued pursuant to those laws. Indicate any corrective actions taken. Example: FAA case 2001SO123456; the FAA alleges that I failed to properly inspect a propeller and proposes an \$11,000 civil penalty. I am contesting the charge.
NONE

e. Describe any charges of unfair or deceptive or anticompetitive business practices, or of fraud, felony or antitrust violation, brought in the past ten years against you and include the disposition or current status of each. If you are listed on the U.S. Government "Excluded Parties List System," please explain why you are listed. Example: Warbucks v. ABC Airlines, pending case #04-111 in U.S. District Court for Utah, filed July 2004. I am named as an individual defendant in this antitrust action against ABC Airlines.

NONE

f. Identify, describe, and provide the current status of any aircraft accidents or incidents (as defined by NTSB regulations) you experienced in the last five years, as well as any other accidents or incidents you experienced that remain under investigation. Example: I was the pilot in a bent-propeller incident involving Cessna N12345 on 2/13/2004; NTSB Case FLL04OP001; the NTSB investigation continues.

NONE

DOT requires airlines to certify that they have "not in any manner knowingly and willfully falsified, concealed or failed to disclose any material fact or made any false, fictitious, or fraudulent statement" in responses to DOT.

I certify that the foregoing information is true and complete to the best of my knowledge and belief.


Signature

Name: DANIEL B. SWEITZER

Title: VP of FLIGHT OPERATIONS

Date: 05/04/2022

Nelson DeJesus Gonzalez

12350 Southwest 106th Street Miami, FL 33186-3703

Cell: (786) 449-6500 Fax (305) 279-0721

E-Mail: Ngonzalez1254@aol.com

CAREER OBJECTIVE

To ensure excellence in aviation safety management, quality and safety operating practices with a proven record of industry experience and results in delivering outstanding safe industry outcomes. To continue to ensure continuous surveillance and adherence to regulatory requirements while contributing to the success of overall operations.

EXPERIENCE

Director of Maintenance

August 1st, 2020- Present

Miami Air International, F.A.A. 121 Flag Carrier
5000 Northwest 36th Street #307
Miami, FL 33166

Senior leader responsible for maintenance and quality, material and inventory control, as well as evaluation of aircraft for possible purchase and modification, consistent with latest technology. Responsible for contract negotiations for overhaul, repair, modification and maintenance of fleet of six 737-400/800 new generation aircraft. Led budgetary evaluation and preparation for aircraft maintenance systems and personnel, ensuring compliance with FAA regulations.

Project Manager, Aircraft Acquisition

Director of Maintenance

November 13, 2017 – July 30, 2020

World Atlantic Airlines, Inc, F.A.A. 121 Flag Carrier
6355 NW 36th Street #100
Virginia Gardens, FL 33166

Review records for potential aircraft acquisition. FAA liaison for placing Aircraft into aircraft operational specifications. Responsible for fleet of 7 MD-83 aircraft on the Certificate. Oversight of all Maintenance C1 thru C8 and all structural inspections. Oversight over Engine repairs and overhaul on JT8-219 Engines to include the supervision of Maintenance Control and supervision of 25-line mechanics and maintenance control.

Vice President of Maintenance

April 13, 2015 – October 13, 2017

Miami Air International, F.A.A. 121 Flag Carrier
5000 Northwest 36th Street #307
Miami, FL 33166

Senior leader responsible for maintenance and quality, material and inventory control, as well as evaluation of aircraft for possible purchase and modification, consistent with latest technology. Responsible for contract negotiations for overhaul, repair, modification and maintenance of fleet of six 737-400/800 new generation aircraft. Led budgetary evaluation and preparation for aircraft maintenance systems and personnel, ensuring compliance with FAA regulations.

Director of Quality Assurance**September 20, 2010 – April 10, 2015**

Falcon Air Express, F.A.A. 121 Flag Carrier
2601 Northwest 105th Avenue
Doral, FL 33172

Maintains and oversees maintenance and airworthiness standards, including quality program and aircraft records complying with all Federal Aviation regulations. Supervises personnel including inspectors and records clerks. Ensures adherence to aviation standards through review of technical publications for a fleet of 8 MD-83 aircraft. When starting, airline operated with 4 MD-80 aircraft. Four additional aircraft placed on Falcon Air certificate in 3-year period under my supervision.

Director of Quality Assurance**November 17, 2008 – September 17, 2010**

Aero Service Aviation Center, F.A.A. Part 60
3814 Curtiss Parkway
Virginia Gardens, FL 33166

Maintains and oversees maintenance and airworthiness standards, including quality program and aircraft records complying with all Federal Aviation regulations. Responsible for operation and maintenance of 11 flight Simulators; overseeing FAA Part 60 and JAA certification and Quality Control Manual (SQMS). Oversight of 10 technicians and engineering support for FAA evaluations and quarterly testing B737-200/300/800, B727/200, B747/300, B767/200, MD80/88, DC10/10, DC8/71.

Manager, Aircraft Maintenance**April 14, 2008 – November 21, 2008**

American Airlines, F.A.A. Part 121 Flag Carrier
P.O. Box 997990, MD 2020
Miami, FL 33299-7990

Oversees overnight and line maintenance operations for 25 aircraft, up to B-checks on Boeing Aircraft (737, 757, 767, and 777) and the Airbus A-300. Supervise staff of 50, including crew chiefs, quality control and planning coordinators. Maintenance coordination with fleet through Airlines Operations based in Tulsa.

Senior Director of Quality Assurance**April 11, 2005 – March 14, 2008**

Miami Air International, F.A.A. Part 121 Flag Carrier
P.O. Box 660880
Miami, FL 33266-0880

Maintains and oversees maintenance and airworthiness standards, including quality program and aircraft records complying with all Federal Aviation regulations. Supervise staff of 17, including inspectors, records clerks and CASP analyst for a fleet of eight B-737-800 and two 737-400 aircraft. Under my leadership, company received the FAA Diamond Award for safety training excellence. Active member of Case Audit and Compliance committee. Implemented MSG-3, 737-400 maintenance program, 120-minute ETOPS and internal audit programs using ATOS safety tools.

Vice President of Maintenance**September 2004 – April 2005**

Arrow Air Cargo, Inc. F.A.A.121 Flag Carrier
1740 Northwest 69th Avenue
Miami, FL 33126

Senior leader responsible for inspection, maintenance, material and inventory control, as well as evaluation of aircraft (A/C) for possible purchase and modification, consistent with latest technology. Responsible for contract negotiations for overhaul, repair, modification and maintenance of fleet of seven DC-8 Aircraft and three DC-10 Aircraft. Led budgetary evaluation and preparation for A/C maintenance systems and personnel, ensuring compliance with FAA regulations.

Director of Quality Assurance**September 2001 – September 2004**

Falcon Air Express, Inc., F.A.A. 121 Flag Carrier
9500 Northwest 41st Street
Miami, FL 33178

Directed Quality Department and assured completion of records for maintenance quality assurance And compliance with all Federal Aviation Regulations. Supervised staff of 15 inspectors and records Clerks, maintaining a fleet of B-727-200 and 737-300 aircraft. Under my leadership, company received the FAA Diamond Award for safety training excellence.

Director of Maintenance**July 1997 – September 2001**

Arrow Air, Inc., F.A.A. 121 Flag Carrier
Miami International Airport
Miami, FL

Overall maintenance responsibility for fleet of three L1011-200 and ten DC-8 62/63 aircraft. Supervised staff of 80 mechanics. Responsible for daily operations including up to D checks on DC-8 and L-1011 aircraft. During my tenure, company received the FAA Diamond Award for safety training excellence.

Inspection Manager**July 1995 – July 1997**

Miami Modification Inc., F.A.A. 145 Repair Station
Miami International Airport
Miami, FL

Led team of inspectors and oversight of daily operations including and up to D checks on DC-8, B-727/737 aircraft and B-727 cargo door conversions. Ensured safety of all daily flight operations.

Vice President of Technical
NARCAM, F.A.A. 145 Repair Station
Miami International Airport
Miami, FL

March 1992 – July 1995

Directed national and international planning, scheduling, contracting and A/C evaluation. Responsible for flight line operation and up to "C" checks on DC-9, B-727, DC-8 and B-707's; cargo door conversion on DC-8 and B-727 aircraft. Supervision of over 100 employees including sheet metal and electrical.

Director of Maintenance
NARCAM, F.A.A. 145 Repair Station
Miami International Airport
Miami, FL

March 1987 – March 1992

Directed daily flight operations including and up to "C" checks on DC-8, B-707 and B-727 aircraft, cargo door conversions of B-727 and DC-8 aircraft. Managerial duties included supervision of 75 personnel including sheet metal and electrical components. Led planning; scheduling; evaluation, and national and international contracting for A/C.

A & P Mechanic (#51821)
U.S. Air, Inc., F.A.A. 121 Airline
Miami International Airport
Miami, FL

March 1987 – July 1995

Responsibilities included flight line maintenance, aircraft turnaround and inspections. Duties also included service checks, APU, engine and landing gear changes.

Supervisor & Maintenance Manager
Batch Air, Inc., F.A.A. 145 Repair Station
Miami International Airport
Miami, FL

February 1983 – March 1987

Directed daily flight operations including and up to "C" checks on DC-8, B-707 and B-727 aircraft, cargo door conversions of DC-8 aircraft. Supervision of 75 personnel including sheet metal and electrical. Led planning; scheduling; evaluation, and national and international contracting for A/C.

Maintenance Supervisor/Director of Maintenance

1979 - 1983

Monarch Aviation, F.A.A. 145 Repair Station

Miami International Airport

Miami, FL

Responsible for daily flight operations including and up to "C" checks on DC-8 and B-707 aircraft; cargo door conversions on B-707 and B-727, DC-8 and CONVAIR 880 aircraft. Certified first B727 cargo door conversion using Addison STC. Managerial duties included supervision of 50 employees (including sheet metal, electrical and hydraulic shops); planning, scheduling, evaluation, and national and international contracting.

A & P Mechanic

1975 - 1976

LANICA Airlines, F.A.A. 129 Airline

Miami International Airport

Miami, FL

Responsibilities included flight line maintenance, aircraft turnaround and inspections. Duties also included service checks, APU, engine and landing gear changes.

A & P Mechanic, Lead, Maintenance Supervisor

1972 - 1979

Batch Air, Inc. (formerly American AIRMOTIVE), F.A.A. 145 Repair Station

Miami International Airport

Miami, FL

Employed in engine shop, tear down and build-up of CJ-805's. Moved to flight line in 1974, worked up to and including "D" checks on L-188, "C" checks on CL-44, B-707 and B-727. In 1977, became Lead man, responsible for crew of 15 mechanics. In 1978, as Maintenance Supervisor, responsible for daily flight line operation and supervision of 35 mechanics.

EDUCATION

Miami Dade College, Miami, FL

1972 - 1975

48 college credits

Southwest High School

1969 - 1972

High school diploma

George T. Baker Aviation School, Miami FL

1969 - 1972

A & P School

LANGUAGES & CERTIFICATIONS

Languages: English and Spanish

F.A.A. Airframe and Power Plant No: 261171643

F.A.A. Private Pilot, Single Engine No: 261171643

SELECT ACCOMPLISHMENTS

May 2010	Evaluated MD-11 simulator from Al Italia in Rome, Italy for Centurion Air Cargo
January 2009	Evaluated Presidential aircraft (DC-8) for Togolese, Africa government for airworthiness and led the team to return it to service
December 2007	Received and certified first two B737-400 aircraft into service for Miami Air from South Korea's Asiana Airlines (certified MSG-3 maintenance program and 120 minute ETOPS)
February 2006	Received and certified Miami Air's first owned new B737-800 from Boeing, Inc, Seattle, Washington
December 2004	Certified first DC-10 freighter for Arrow Air Cargo
September 2002	Certified first B737-300 for Falcon Air Express

AWARDS

AMT Diamond Award, Miami Air International

Led participation in recognition of Aviation Safety & Training (2005-2008)

AMT Diamond Award, Falcon Air Express, Inc.

Led participation in recognition of Aviation Safety & Training (2001 – 2002).

AMT Diamond Award, Arrow Air, Inc.

Led participation in recognition of Aviation Safety & Training (1998 – 2000).

COMMUNITY INVOLVEMENT

GMAA - Board of Directors	2009 - to present
George Batchelor Scholarship Committee - Board of Directors	2009 - to present
President	2012 – to present

NATIONAL COMMITTEES

Airline Industry Maintenance Review Board Committee for B-737 MSG-3

Participated as member of Boeing airline industry study of enhanced reliability maintenance program for B-737 A/C (2003 – 2004)

Airline Industry Maintenance Review Board Committee B-727 MSG-3

Participated as member of Boeing airline industry study of enhanced reliability maintenance program for B-727 A/C. (2001 – 2002)

Airline Industry Maintenance Review Committee DC-8 MSG-3

Participated as member of Boeing airline industry study of enhanced reliability maintenance program for DC-8 Aircraft (1999 – 2001)

Cargo door Industry Task Force DC-8

Participated as member of airline industry study on engineering of DC-8 cargo door (after market) to meet FAA airworthiness specifications and standards. (1998 – 2000)

SPECIALIZED TRAINING

CFM56-7B General Familiarization Course
LMP Awareness
Boeing 777 FAM Course (2008)
Audit Training Course (2003)
FAA Safety Training Course (2002)
ATOS System Safety Course (2007)
40 hr FAM Courses - Maintenance & Avionics

Run up Taxi instructor - U.S. Airways

Borescope Training - U.S. Airways
DQC and RII training - U. S. Airways
Allison Training School, Indianapolis, Indiana
Maintenance familiarization training

American Airlines, Miami, FL
American Airlines, Miami, FL
American Airlines, Miami, FL
Delta Airlines, Miami, FL
FAA Academy, Oklahoma City, OK

DC-9, MD-80, F-28, F-100
B-737-200/300/400, B-757
DC-9, MD-80, F-28, F-100
B-737-200/300/400, B-757
CFM56 Engine
B-737, B-757, MD-80, F-28, F-100
501-D13 Allison engine
DC-8, DC-10, B-727, L1011, B-737-800

LEADERSHIP TRAINING

Frontline Leader Plus
Seven Habits of Successful People
Oz Principle of Leadership
Modern Supervisory & Management Training

Dallas, TX (2008)
Miami, FL (2008)
Miami, FL (2008)
Miami, FL (2004)

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a. Name and position at Miami Air (or World Atlantic):
NEESON D. GONZALEZ DIRECTOR MAINTENANCE
b. List each lawsuit or outstanding judgment against you for \$5,000 or more, describe each briefly, and identify the amount to whom each is or may be payable and how long each has been outstanding. Example: Driver v. Doe, pending case #02-1023 in Maryland District Court filed August, 2002. Mr. Driver alleges that I damaged his car in an accident, and he seeks \$25,000 in damages. I am contesting liability.
NONE
c. Provide the number of lawsuits and outstanding judgments against you of less than \$5,000 and the total amount involved. Example: One pending lawsuit for \$2500.
NONE
d. Identify, describe, and provide the current status of any <u>pending</u> investigation, enforcement action, or formal complaint filed by the Department of Transportation, including the Federal Aviation Administration, against you regarding compliance with Federal aviation laws or orders, rules, regulations, or requirements issued pursuant to those laws. Indicate any corrective actions taken. Example: FAA case 2001SO123456; the FAA alleges that I failed to properly inspect a propeller and proposes an \$11,000 civil penalty. I am contesting the charge.
NONE

e. Describe any charges of unfair or deceptive or anticompetitive business practices, or of fraud, felony or antitrust violation, brought in the past ten years against you and include the disposition or current status of each. If you are listed on the U.S. Government "Excluded Parties List System," please explain why you are listed. Example: Warbucks v. ABC Airlines, pending case #04-111 in U.S. District Court for Utah, filed July 2004. I am named as an individual defendant in this antitrust action against ABC Airlines.

NONE

f. Identify, describe, and provide the current status of any aircraft accidents or incidents (as defined by NTSB regulations) you experienced in the last five years, as well as any other accidents or incidents you experienced that remain under investigation. Example: I was the pilot in a bent-propeller incident involving Cessna N12345 on 2/13/2004; NTSB Case FLL04OP001; the NTSB investigation continues.

NONE

DOT requires airlines to certify that they have "not in any manner knowingly and willfully falsified, concealed or failed to disclose any material fact or made any false, fictitious, or fraudulent statement" in responses to DOT.

I certify that the foregoing information is true and complete to the best of my knowledge and belief.


Signature

Name: NELSON GONZALEZ

Title: DIRECTOR MAINTENANCE

Date: 5/4/22

DUSTIN QUIEL

CONTACT

☎ 305-331-2166

✉ dustinquiel@gmail.com

EDUCATION & TRAINING

2001 **Bachelors Degree in Advertising
with International Advertising Certificate**
University of Florida's College of Journalism
and Communications Gainesville, FL

2015 **Aviation Internal Auditor**
IATA Miami, FL

2021 **Hazmat Training**
Dangerous Goods of America Miami, FL

2018 **FAA Certificated Flight Attendant**
Miami Air International Miami, FL

EXPERTISE & SKILLS

- Certifying a new airline
- Implementing and managing Safety Management System (SMS)
- Connections with South Florida CMO as well as FAA's AFS-900 division
- Drafting aviation-related legal correspondence
- Interpretation and compliance with aviation laws
- Implementation of new programs/procedures
- Trilingual (*English, Spanish, French*)
- Ground Security Coordinator (GSC)
- Aviation Internal Auditor
- Technical Writer
- Experience Investigating an actual part 121 aircraft accident as a go-team member
- Professional knowledge of MS Office products as well as Adobe Design Suite of products
- Photographer

WORK EXPERIENCE

2020-present

Director of Safety

Miami Air International

- Part 119.65 Director of Safety for Miami Air International, a US Part 121 Certificated Airline
- Responsible for all aspects of the company's SMS—Reporting, Promotion, Policy/Procedures, SRA, Safety Assurance
- Authority over company's Will-Not-Carry Hazmat Program
- Responsible for the company's Internal Evaluation Program including managing a team of auditors
- Responsible for Station Audits
- Represents Miami Air at Infoshare conferences, NACA meetings, NTSB meetings
- Responsible for the Emergency Response Program
- Responsible for managing the online safety reporting software
- SMS Instructor
- Auditor Instructor

2011 - 2020

Manager System Safety

Miami Air International

- Developed and received FAA acceptance for company SMS one year ahead of deadline
- Developed and implemented content management system for company manuals, regulatory compliance and interfaces
- Coordinate and write company responses to FAA/TSA letters
- Regular presenter at Aviation Safety Infoshare conferences
- Manage Internal Evaluation Program (Auditing Program)
- Perform investigations into company incidents
- Safety Trainer for pilots and flight attendants
- Manage employee reporting system
- Point of contact for external audits, including Department of Defense (DOD)
- Chairman for safety action groups
- Provide quarterly safety reports
- Trainer of company auditors

(continued next page)

2008 - 2011

Manager Technical Publications

Caribbean Sun Airlines, Inc./dba World Atlantic Airlines

- Instrumental in certifying the airline
 - Coordinate and supervise a team of copywriters & subject matter experts
 - Develop, edit, and proofread all company aviation manuals
 - Develop procedures and controls for company processes
 - Manage interfaces between company publications
 - Design and print company forms
 - Photo editing
 - Desktop support I.T. duties
-

2002 - 2008

Manager Technical Publications

Falcon Air Express

- Develop, revise, distribute, track and audit all company manuals
- Photograph company aircraft and systems for company use
- Oversee Jeppesen Airway Manual updates for the aircraft
- Managed a team of three technical writers
- Design, print and order company forms
- I.T. Duties

Before Miami Air will be allowed to resume operations, the U.S. Department of Transportation has ordered it to provide the current status of all pending investigations, complaints, or court actions involving the air carrier, its key personnel, relevant corporations, and persons having a substantial interest in any of these companies. Please complete, sign, and return this form. **Until further notice, please return an updated form promptly if any new matters arise or the status of any reported matter changes.**

a. Name and position at Miami Air (or World Atlantic):
Dustin Quiel, Director of Safety (Miami Air)
b. List each lawsuit or outstanding judgment against you for \$5,000 or more, describe each briefly, and identify the amount to whom each is or may be payable and how long each has been outstanding. Example: Driver v. Doe, pending case #02-1023 in Maryland District Court filed August, 2002. Mr. Driver alleges that I damaged his car in an accident, and he seeks \$25,000 in damages. I am contesting liability.
NONE
c. Provide the number of lawsuits and outstanding judgments against you of less than \$5,000 and the total amount involved. Example: One pending lawsuit for \$2500.
NONE
d. Identify, describe, and provide the current status of any <u>pending</u> investigation, enforcement action, or formal complaint filed by the Department of Transportation, including the Federal Aviation Administration, against you regarding compliance with Federal aviation laws or orders, rules, regulations, or requirements issued pursuant to those laws. Indicate any corrective actions taken. Example: FAA case 2001SO123456; the FAA alleges that I failed to properly inspect a propeller and proposes an \$11,000 civil penalty. I am contesting the charge.
NONE

e. Describe any charges of unfair or deceptive or anticompetitive business practices, or of fraud, felony or antitrust violation, brought in the past ten years against you and include the disposition or current status of each. If you are listed on the U.S. Government "Excluded Parties List System," please explain why you are listed. Example: Warbucks v. ABC Airlines, pending case #04-111 in U.S. District Court for Utah, filed July 2004. I am named as an individual defendant in this antitrust action against ABC Airlines.

NONE

f. Identify, describe, and provide the current status of any aircraft accidents or incidents (as defined by NTSB regulations) you experienced in the last five years, as well as any other accidents or incidents you experienced that remain under investigation. Example: I was the pilot in a bent-propeller incident involving Cessna N12345 on 2/13/2004; NTSB Case FLL04OP001; the NTSB investigation continues.

On May 3rd, 2019 I was the Manager of System Safety at Miami Air when Miami Air's Aircraft N732MA experienced a runway excursion at the Jacksonville Naval Station (Navy JAX). There were no fatalities. The accident was investigated by the NTSB and closed.

DOT requires airlines to certify that they have "not in any manner knowingly and willfully falsified, concealed or failed to disclose any material fact or made any false, fictitious, or fraudulent statement" in responses to DOT.

I certify that the foregoing information is true and complete to the best of my knowledge and belief.



Signature

Name: Dustin Quiel

Title: Director of SAFETY

Date: May 4th, 2022

Gabriel Cosentino
1218 Gorda Cay Lane
Punta Gorda, FL., 33950
Nova500@bellsouth.net
(305) 962-1893

**Certificates
& Ratings**

Airline Transport Pilot: AMEL
Type Ratings: SA-227, SF-340, B-727, B-737
FAA First Class Medical Certificate: No restrictions
FCC Restricted Radiotelephone Operator Permit
US Passport

Flight Hours

Total Time 7,174 hours

Pilot Command.....4,533
Second in Command.....2,641
Jet Time.....4,000

Work Experience

November 2021 to Present
Miami Air International (121 Supplemental)
Chief Pilot
Boeing 737 Captain
Line Check Airman, Simulator Check Airman and Ground Instructor

June 2020 to November 2021
Miami Air International (121 Supplemental)
Director of Training and Flight Standards
Boeing 737 Captain
Line Check Airman, Simulator Check Airman and Ground Instructor

March 2017 to May, 2020.
Miami Air International, (Part 121 Supplemental)
Chief of Flight Standards.
Boeing 737 Captain.
Line Check Airman, Simulator Check Airman, Ground Instructor.
FAA Aircrew Program Designee Boeing 737.

November 2015 to March 2017

Miami Air International (Part 121 Supplemental)

Boeing 737 Captain

Line Check Airman

Ground Instructor

March 2008 to November 2015

Miami Air International (Part 121 Supplemental)

Boeing 737 Pilot

July 2007 to March 2008

Amerijet International, (Part 121)

Boeing 727 Pilot

Supervised aircraft loading, verified manifest, verified weight and balance, Compute aircraft performance.

December 2004 to July 2007. IBC

Airways, (PART 135) SA-227,

SF-340 Captain.

Supervised aircraft loading, compute performance and weight and balance,

Verified manifest and hazardous materials paperwork, during charter operations file ATC flight plans.

Operational

Multiple Atlantic, Pacific, Caribbean, and Oceanic operations, ETOPS and Long-Range Navigation, extensive America, Europe, Asia, and Africa operations.

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a. Name and position at Miami Air (or World Atlantic):
Gabriel Cosentino Chief Pilot at Miami Air International
b. List each lawsuit or outstanding judgment against you for \$5,000 or more, describe each briefly, and identify the amount to whom each is or may be payable and how long each has been outstanding. Example: Driver v. Doe, pending case #02-1023 in Maryland District Court filed August, 2002. Mr. Driver alleges that I damaged his car in an accident, and he seeks \$25,000 in damages. I am contesting liability.
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c. Provide the number of lawsuits and outstanding judgments against you of less than \$5,000 and the total amount involved. Example: One pending lawsuit for \$2500.
None
d. Identify, describe, and provide the current status of any <u>pending</u> investigation, enforcement action, or formal complaint filed by the Department of Transportation, including the Federal Aviation Administration, against you regarding compliance with Federal aviation laws or orders, rules, regulations, or requirements issued pursuant to those laws. Indicate any corrective actions taken. Example: FAA case 2001SO123456; the FAA alleges that I failed to properly inspect a propeller and proposes an \$11,000 civil penalty. I am contesting the charge.
None

e. Describe any charges of unfair or deceptive or anticompetitive business practices, or of fraud, felony or antitrust violation, brought in the past ten years against you and include the disposition or current status of each. If you are listed on the U.S. Government "Excluded Parties List System," please explain why you are listed. Example: Warbucks v. ABC Airlines, pending case #04-111 in U.S. District Court for Utah, filed July 2004. I am named as an individual defendant in this antitrust action against ABC Airlines.

None

f. Identify, describe, and provide the current status of any aircraft accidents or incidents (as defined by NTSB regulations) you experienced in the last five years, as well as any other accidents or incidents you experienced that remain under investigation. Example: I was the pilot in a bent-propeller incident involving Cessna N12345 on 2/13/2004; NTSB Case FLL04OP001; the NTSB investigation continues.

I was the Pilot in Command in a runway excursion, NTSB case# FLL04OP001, the investigation has been completed and no action has been taken against my certificate.

DOT requires airlines to certify that they have "not in any manner knowingly and willfully falsified, concealed or failed to disclose any material fact or made any false, fictitious, or fraudulent statement" in responses to DOT.

I certify that the foregoing information is true and complete to the best of my knowledge and belief.



Signature

Name: Gabriel Cosentino

Title: Chief Pilot

Date: 5/4/2022

Bruce C. Embree

PO Box 720163
Miami, FL 33172

Cell: 786-554-8389
Email: bce74@yahoo.com

OBJECTIVE

An executive or staff management position in commercial aviation maintenance, utilizing strong management and analytical skills combined with numerous years of practical experience.

EXPERIENCE

Miami Air – Miami FL

November 2019 – Present

Director Quality Assurance/Chief Inspector

- Primary liaison with FAA for all matters concerning Maintenance and Quality Control.
- Chair the CASS Program implementing new policies and procedures as necessary to improve aircraft and system reliability.
- Responsible for the Airworthiness of up to 6 B737-/800 series aircraft.
- Evaluated Quality Programs and implemented change as required.
- Fulfills the regulatory requirements of FAR 119.65 and 119.67.

Swift Air – Greensboro NC

April 2017 – November 2019

Director Quality Control/Chief Inspector

- Primary liaison with FAA for all matters concerning Maintenance and Quality Control.
- Chair the CASS Program implementing new policies and procedures as necessary to improve aircraft and system reliability.
- Responsible for the Airworthiness of up to 31 B737-300/400/800 series aircraft.
- Evaluated Quality Programs and implemented change as required.
- Fulfills the regulatory requirements of FAR 119.65 and 119.67.

Eastern Air Lines – Miami Florida

February 2016 – April 2017

Director Quality Control/Chief Inspector

- Responsible for inducting 2 new B737-800 into the Eastern Air Lines Operating Certificate using the New Aircraft Process Document (NAPD) N.8900.23.
- Project Management for B737 Program to include Operations, Maintenance and Ground Handling.
- Responsible for the Airworthiness of up to 6 B737-700/800 series aircraft.
- Evaluated Quality Programs and implemented change as required.
- Fulfills the regulatory requirements of FAR 119.65 and 119.67.

AerSale, Inc – Coral Gables Florida

August 2010 –February 2016

Director Technical Records

- Direct and Manage the acquisition, Lease or Sale regarding the Technical Engine and Aircraft Records for a fleet of 80 aircraft to include B737, B747, B757, B767, B777, MD-90, A300, A310, A340 and DC8-70 series aircraft. Engine Models include CF680, CFM56-3/5/7, PW4000, RB211-535/524 and Trent 884, V2500 series.

Bruce C. Embree

PO Box 720163
Miami, FL 33172

Cell: 786-554-8389
Email: bce74@yahoo.com

Arrow Cargo – Miami Florida Director Quality Control/Chief Inspector

April 2008 – August 2010

- Fulfills the regulatory requirements of FARs 119.65 and 119.67.
- Responsible for inducting a new fleet type (B757-200) into the Arrow Cargo Operating Certificate using the New Aircraft Process Document (NAPD) N.8900.23.
- Project Management for B757 Program to include Operations, Maintenance and Ground Handling.
- Responsible for the Airworthiness of up to 4 B757, 5 D10 and 4 DC8 series aircraft.

Kitty Hawk Aircargo- Dallas Texas Managing Director Quality Assurance/Chief Inspector

October 1997 –April 2008

- Fulfills the regulatory requirements of FARs 119.65 and 119.67.
- Develop Company policy; create, review and amend existing Company policies and procedures as required.
- Developed all maintenance manuals to include GMM, NDT Training Manual, Ground Services Operations Manuals, Engine and airframe Reliability Manuals etc.
- Chaired the CAS and Reliability Programs implementing new policies and procedures as necessary to improve aircraft and system reliability.
- Responsible for the selection & employment of all Quality Control employees.
- Responsible for the Airworthiness of up to 41 B727, 5 DC9 and 7 B737 series aircraft.
- Ensuring departmental goals and initiative are communicated via department managers to their subordinates.
- Responsible for Engineering, Inspection, Quality Assurance, Reliability, Aircraft & Engine Records, Maintenance Training and Purchasing departments.
- Monitor employee performance in determining their role relative to their assigned task & responsibilities.
- Coordinate safety issues with the Safety Officer.
- Instrumental in Maintaining dispatch reliability at 99.8%.
- Created and implemented a Security System in accordance with TSA FOCAOSSP.
- Inducted a new fleet type (B737-300SF) onto Kitty Hawk Operating Certificate.
- Instrumental in the process of Kitty Hawk becoming an ATOS compliant airline.
- Coordinated and maintained all requirements with IATA certification to IOSA requirements.
- Primary liaison with FAA for all matters concerning Maintenance and Ground Handling.
- Awarded the FAA Friendship Award for coordinated efforts between the FAA and KHA to improve safety.
- Awarded the FAA's Diamond Award 8 consecutive years for maintenance training by creating and implementing maintenance and Human Factors Training.

Air Transport International – Little Rock, AR DIRECTOR QUALITY CONTROL / CHIEF INSPECTOR

Nov 1996 – October 1997

- Fulfilled the regulatory requirements of FARs 119.65 and 119.67.
- Served as liaison to the FAA for all maintenance issues.
- Implemented all aspects of maintenance, with emphasis on safety and airworthiness.
- Develops, implements and administers inspection programs, techniques, methods, procedures and test equipment for inspection requirements. Administrator for the Inspection Department.
- Modifies the Inspection and NDT programs, as necessary, to meet the needs of ATI and ensure regulatory compliance.

Bruce C. Embree

PO Box 720163
Miami, FL 33172

Cell: 786-554-8389
Email: bce74@yahoo.com

- Chaired DC8 heavy Maintenance check card rewrite process.
- Created and managed Inspection policy regarding RVSM certification.
- Managed all personnel, as necessary, including hiring and terminating personnel, in the Inspection Department.
- Authorizes changes to the maintenance-related aspects of Operations Specifications.
- Actively promoted positive attitudes toward compliance and safety.
- Monitor Maintenance activities and immediately and comprehensively resolve any issues relating to safety or airworthiness.
- Managed Inspection training to maintain a high level of expertise.
- Chair and actively participant of CAS and Reliability reviews and ensure that identified Maintenance deficiencies within the Inspection Department were aggressively resolved.
- Participated in Maintenance programs & Inspection Issues on ATI DC8 aircraft.

Air Transport International – Little Rock, AR **Manager of Records and Publications**

Oct 1994 – November 1996

- Created all manuals for passenger operation and certification for ATI.
- Write Company policy; create, review and amend existing Company policies and procedures as required.
- Managed the merger between ATI and ICX to bring the passenger DC8 aircraft in line with the ATI fleets maintenance program.
- Maintained all aircraft and engine records for a fleet of 22 DC8 aircraft.
- Create and implemented the RVSM and TCAS programs for the DC8 aircraft.

International Cargo Xpress (ICX), (formerly Airlantic) Upper Marlboro, MD **Director Quality Control/Chief Inspector**

May 1989 – Sept 1994

- ICX started as “Public Use “ company being utilized solely for governmental purposes. All regulatory requirements were monitored by the DOD until ICX went thru FAR 121 certification in 1992.
- Fulfilled the regulatory requirements of FARs 119.65 and 119.67.
- Served as liaison to the FAA and DOD for all maintenance issues.
- Purchased all tooling and aircraft parts for a fleet of 4 DC8-62 Combi aircraft in an executive configuration.
- Created the combi configuration consisting of 3 pallet positions and 34 first class seating, 3 conference rooms and bunk areas.
- Certified as an FAR 121 Flight Attendant Instructor for ICX.
- Top Secret Security Clearance required and obtained for this project.

Buffalo Airways Houston TX **Chief Inspector**

May 1988 – May 1989

- Fulfilled the regulatory requirements of FARs 119.65 and 119.67.
- Served as liaison to the FAA for all maintenance issues.
- Accountable for the overall airworthiness of 6 B707-300 series aircraft
- Developed Company policy; create, review and amend existing Company policies and procedures as required.
- Performed bridging of purchased aircraft into the Buffalo Airways program.

Bruce C. Embree

PO Box 720163
Miami, FL 33172

Cell: 786-554-8389
Email: bce74@yahoo.com

Interstate Airlines – Little Rock AR

May 1981 – May 1988

Manager Reliability, QC Representative, Maintenance Controller, Lead Mechanic

- Performed various functions during my term at ISA to include:
- Creating a new Reliability Program to enhance the understanding of the presented data.
- Was both a Quality and Maintenance Representative for aircraft during Heavy Maintenance Checks.
- Maintenance Controller for 18 DC8, 5 B727 and 5 Electra aircraft.
- Performed line maintenance on DC8-60/70 series, B727-200 series and Convair CV-580 aircraft at various locations.

United States Air Force Travis AFB

Mar 1977 – Mar 1981

Crew Chief 43152

- Served 4-years as Crew Chief on C-5A, C-141 and C-130 aircraft. Performed transit maintenance on DC8 aircraft. Honorably discharged March 1981.

EDUCATION

- FEDERAL AVIATION, MAR 1981
Airframe and Powerplant License # 116526366
- **EDEN CENTRAL HIGH SCHOOL, EDEN, NY** Diploma- 1976
- DC-9 Familiarization, Kitty Hawk, FAR 121 Carrier
- B727 Familiarization, Piedmont, FAR 121 Carrier
- B727 Avionics, Kitty Hawk, FAR 121 Carrier
- B737 CL Familiarization, Kitty Hawk, FAR 121 Carrier
- B737 Avionics, Kitty Hawk, FAR 121 Carrier
- B737 NG Familiarization, Eastern, FAR 121 Carrier
- B757 Familiarization, Arrow Cargo, FAR 121 Carrier
- B757 Avionics, Arrow Cargo, FAR 121 Carrier
- DC8 Familiarization, Interstate Airlines, FAR 121 Carrier
- DC8 Avionics, Interstate Airlines, FAR 121 Carrier
- CFM56 Powerplant, SNECMA, Manufacturer
- IATA Risk Assessment

SKILLS

- Excellent working relationship with Regulatory Agencies
- Engine Run / Taxi qualified -B-727, DC-8, DC-9
- Outstanding organizational and planning skills
- Exceptional Interpersonal skills
- Good working knowledge of computer programs.

Miami Air – Special Case Survey
Jul 2021

Before Miami Air will be allowed to resume operations, the U.S. Department of Transportation has ordered it to provide the current status of all pending investigations, complaints, or court actions involving the air carrier, its key personnel, relevant corporations, and persons having a substantial interest in any of these companies. Please complete, sign, and return this form. **Until further notice, please return an updated form promptly if any new matters arise or the status of any reported matter changes.**

a. Name and position at Miami Air (or World Atlantic):
<i>Bruce C. Embree</i> <i>Director Quality Assurance</i>
b. List each lawsuit or outstanding judgment against you for \$5,000 or more, describe each briefly, and identify the amount to whom each is or may be payable and how long each has been outstanding. Example: Driver v. Doe, pending case #02-1023 in Maryland District Court filed August, 2002. Mr. Driver alleges that I damaged his car in an accident, and he seeks \$25,000 in damages. I am contesting liability.
<i>None</i>
c. Provide the number of lawsuits and outstanding judgments against you of less than \$5,000 and the total amount involved. Example: One pending lawsuit for \$2500.
<i>None</i>
d. Identify, describe, and provide the current status of any <u>pending</u> investigation, enforcement action, or formal complaint filed by the Department of Transportation, including the Federal Aviation Administration, against you regarding compliance with Federal aviation laws or orders, rules, regulations, or requirements issued pursuant to those laws. Indicate any corrective actions taken. Example: FAA case 2001SO123456; the FAA alleges that I failed to properly inspect a propeller and proposes an \$11,000 civil penalty. I am contesting the charge.
<i>None</i>

e. Describe any charges of unfair or deceptive or anticompetitive business practices, or of fraud, felony or antitrust violation, brought in the past ten years against you and include the disposition or current status of each. If you are listed on the U.S. Government "Excluded Parties List System," please explain why you are listed. Example: Warbucks v. ABC Airlines, pending case #04-111 in U.S. District Court for Utah, filed July 2004. I am named as an individual defendant in this antitrust action against ABC Airlines.

None

f. Identify, describe, and provide the current status of any aircraft accidents or incidents (as defined by NTSB regulations) you experienced in the last five years, as well as any other accidents or incidents you experienced that remain under investigation. Example: I was the pilot in a bent-propeller incident involving Cessna N12345 on 2/13/2004; NTSB Case FLL04OP001; the NTSB investigation continues.

None

DOT requires airlines to certify that they have "not in any manner knowingly and willfully falsified, concealed or failed to disclose any material fact or made any false, fictitious, or fraudulent statement" in responses to DOT.

I certify that the foregoing information is true and complete to the best of my knowledge and belief.



Signature

Name: BRUCE C. EMBREE

Title: DIRECTOR QUALITY ASSURANCE

Date: 05/04/2022

Patrick C. Joseph

10017 SW 163rd Ave, Miami, FL 33196

Telephone: (786-683-7876); Email: Patrickcnjoseph@gmail.com

PROFESSIONAL SUMMARY

Aviation safety and flight operations management professional with over eighteen (18) years of experience in Flight Operations Management and six (6) years of Safety Management System (SMS) development and implementation. Occupational safety, emergency response planning, internal auditing, investigation, and regulatory compliance. Demonstrated excellent written and oral communication skills with experience in classroom training.

EXPERIENCE

Vice President 06/2020 - Present

Caribbean Sun Airlines dba World Atlantic Airlines (WAA) – Miami, FL

Direct plan and ensure compliance with company established objectives set by the President/CEO; to manage and administer the day-to-day airline operating activities including but not limited to flight operations, purchasing and provisioning.

- Oversee entire operations of the company. Conduct recorded systematic reviews of all departments.
- Responsible for carrying out World Atlantic Airlines policies for the compliance with all regulations and laws.
- Authority to establish modify WAA policies and procedures.
- Confirm adequate insurance for aircraft, property and personnel.
- Directs and assists all company personnel in all matters pertinent to their duties.
- Ensures quality of prescribed standards, performance, safety and regulatory compliance within World Atlantic Airlines.
- Plans, administers and directs the overall accomplishment of safe flight operations for Company aircraft in accordance with FAA regulations and Company policy and procedures.
- Establishes implements and maintains policy and procedures for the entire operation of World Atlantic Airlines.
- Ensures that all incidents and accidents involving injuries and/or aircraft damage are reported in accordance with Federal Regulations and Company policy.
- Represents management in all matters dealing with the welfare of company personnel.
- In all operations matters, acts as liaison between World Atlantic Airlines and the FAA. He/she is responsible for all contractual operations requirements and ensures that no conflict exists relative to CFRs.

Director of Safety & Security 04/2012 – Present

Caribbean Sun Airlines dba World Atlantic Airlines (WAA) – Miami, FL

Responsible for the development, implementation and oversight of the company's Safety Management System (SMS) and Safety Program. Provides overall direction and leadership in establishing and execution of corporate safety goals, which promotes a strong safety and compliance culture.

- Develop and implement safety programs, initiatives and training, in compliance with local, state & federal regulations, which contributes to system-wide reduced incidents and injuries.
- Facilitates hazard identification and safety risk assessments of proposed organizational and operational changes on new and existing processes and procedures and monitors the effectiveness of implemented mitigation strategies to eliminate hazards or reduce identified risks.
- Oversees all investigations of safety related incidents to ensure identification of root causes and ensures corrective actions to prevent recurrence are implemented and effective.
- Enhance and strengthen the safety performance and compliance of Safety programs through defined and measurable metrics, KPIs and analytics.
- Evaluate the effectiveness of initiatives through safety assessments and compiling and interpreting data to identify gaps.
- Regulatory Authority liaison ensuring the organization's safety vision and strategy is in compliance with governing bodies.
- Monitored the internal and external audit program. Ensured the corrective and preventive action processes were implemented to address any discrepancies reported.
- Compliance with domestic and international government agencies such as the FAA, TSA, EASA and ICAO.
- Maintain the company security programs (AOSSP, PCSSP, GSC and Security Screening Training)
- Chairman of the Safety Review Board, Internal Evaluation Board and Technical Publication Review Board.

Manager of Flight Operations, 06/2009 – 04/2012

Caribbean Sun Airlines dba World Atlantic Airlines – Miami, FL

Prepared airline for FAA re-certification. Implemented a Dispatch System for 14 CFR Part 121 Supplemental Carrier. Manual writing, process development and implementation. Compliance with applicable rules for 14 CFR 121 Dispatch System.

- Assures a full understanding and compliance by dispatch personnel of World Atlantic Airlines, policies and the CFR's taught in World Atlantic Airlines, training program. Flight plans & releases, weather & NOTAM records will be checked on a bi-monthly basis.
- Responsible for contracts to provide Computerized Flight Plans, weather services, NOTAMs and Communications services and devices in conjunction with the Director of Operations operational outline. Periodically review contracts and contact the services with any desired changes.
- Responsible for hiring Dispatchers. The selection of dispatchers will be based on experience in the field, knowledge of CFR's and capability of working in a stressful environment.
- Responsible for the training and qualification of dispatch personnel. Maintains a copy of the dispatcher training records to advise them and adjust their work schedule accordingly whenever training is due.
- Responsible for adherence and compliance with all applicable Federal Regulations, World Atlantic Airlines, policies and procedures applicable to flight operations, training and record retention. Reviewing the CFR's periodically to ensure compliance.
- Company Representative for DHS ICE Contract with CSI Aviation Inc 2009-2018

Manager of Flight Operations, 06/2005 – 06/2009

Falcon Air Express – Miami, FL

Maintained safe and efficient operation of the Falcon Air Express Systems Operations Control Center, which includes the Dispatch, Communications, and Dispatcher Training functions. Compliance with applicable rules for 14 CFR 121 Dispatch System.

- Assures a full understanding and compliance by dispatch personnel of Falcon Air Express, policies and the CFR's taught in Falcon Air Express training program. Flight plans & releases, weather & NOTAM records will be checked on a bi-monthly basis.
- Responsible for contracts to provide Computerized Flight Plans, weather services, NOTAMs and Communications services and devices in conjunction with the Director of Operations operational outline. Periodically review contracts and contact the services with any desired changes.
- Responsible for hiring Dispatchers. The selection of dispatchers will be based on experience in the field, knowledge of CFR's and capability of working in a stressful environment.
- Responsible for the training and qualification of dispatch personnel. Maintains a copy of the dispatcher training records to advise them and adjust their work schedule accordingly whenever training is due.
- Responsible for adherence and compliance with all applicable Federal Regulations, Falcon Air Express, policies and procedures applicable to flight operations, training and record retention. Reviewing the CFR's periodically to ensure compliance.
- Provide a full briefing to the flight crew, prior to departure, including, but not limited to flight plan route, field conditions, NOTAMs, route and terminal facilities and weather conditions at involved airports and along route.
- Issue Dispatch Releases for individual flights using the best means available (email, facsimile, etc.) after selecting suitable alternates and considering all above factors.
- Instruct initial and recurrent dispatcher training as documented in the company flight operations training manual.
- Company Representative for DHS ICE Contract with CSI Aviation Inc 2006-2009

EDUCATION

Embry-Riddle Aeronautical University, Daytona Beach, FL

- **Master of Aeronautical Science, 2008**
Specializations in Aviation/Aerospace Safety Systems and Management

Sheffield School of Aeronautics, Ft. Lauderdale, FL

- **Aircraft Dispatch License, 1997**

University of the Virgin Islands, St. Thomas, USVI.

- **Bachelor of Science – Biology – 1997**

CERTIFICATIONS

- | | |
|--|---|
| ❖ FAA Licensed Aircraft
Dispatcher. | ❖ FAA Designated Aircraft
Dispatch Examiner. |
|--|---|

TECHNICAL SKILLS

Proficient in:

- **Microsoft Office Suite**
 - **NavBlue Flight System**
 - **AIMS Flight System**
 - **Jeppesen Flight Plans**
 - **WBAT for Safety**
 - **SABRE**
-

EXHIBIT MA-4
Organizational Chart

ORG Chapter 5 Organizational Structure

1 Organizational Structure

This section describes the Organizational Structure of Miami Air, as well as the personnel required under 14 CFR Part 119. Consistent with the scope, responsibility, and authority of each required management position, each person serving in this capacity has full authority to take any action necessary, including stopping flight operations if needed, to meet applicable legal requirements and maintain safe operations.

14 CFR 121.135 "b-2"

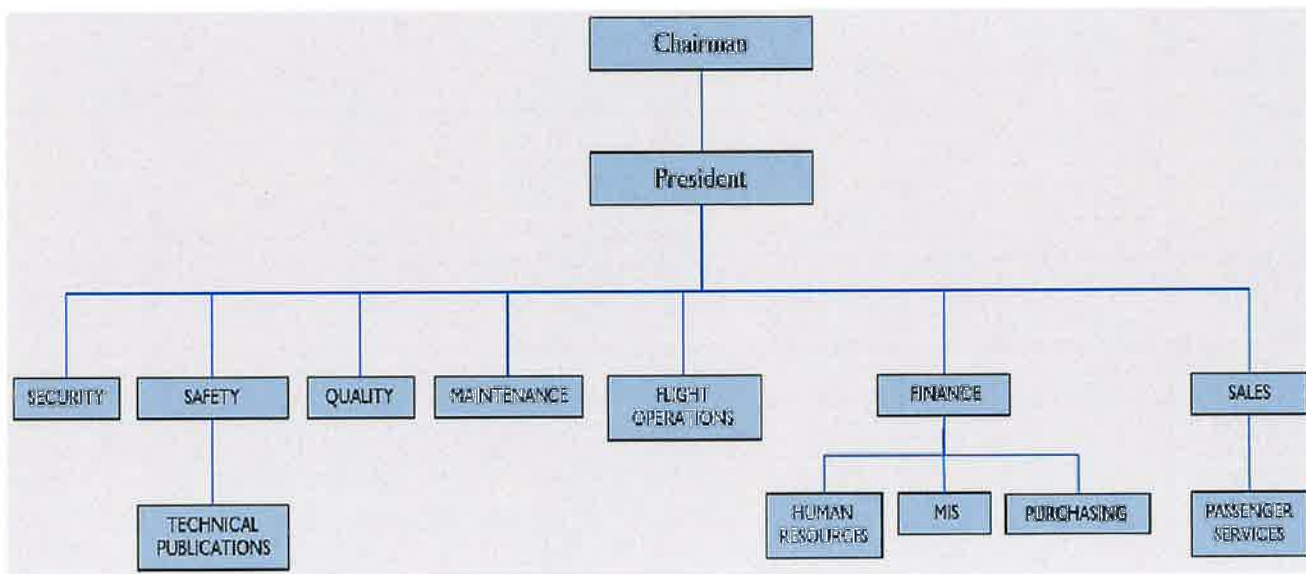


Fig 1: Corporate Organizational Structure

EXHIBIT MA-5
Balance Sheets and Income Statements

Miami Air International, Inc

Balance Sheet

Apr 30, 2022

Assets

Current Assets	
Cash	589,444
Accounts Receivable	-
Other Current Assets	106,280
Total Current Assets	695,724
Fixed Assets	
Property, Plant and Equipment	3,602,455
Accumulated Depreciation	-
Total Fixed Assets	3,602,455
Other Assets	
Orgazational (Start Up) Costs	15,955,340
	-
Total Other Assets	15,955,340
Total Assets	20,253,518

Liabilities & Equity

Liabilities	
Current Liabilities	
Accounts Payable	855,729
Accrued Expenses	-
Accrued Payroll	
Total Current Liabilities	855,729
Long-Term Liabilities	
Customer Deposits	-
PPP Loan	-
Treasury-CARES ACT	-
Total Long-Term Liabilities	-
Total Liabilities	855,729
Equity	
Capital Contributions	
Paid in Capital	-
Owner's Equity - Invested Capital	19,397,779
Total Capital Contributions	19,397,779
Common Stock	10
Retained Earnings	-
Total Equity	19,397,789
Total Liabilities & Equity	20,253,518

MIAMI AIR INTERNATIONAL, INC
Income Statement

Preliminary

	12/31/2020	12/31/2021	Jan 2022-Apr 2022	Accumulated Total
Revenue: Charter Income	\$ -	\$ -	\$ -	\$ -
Expenses:				
Flying operations				
Payroll Expense	\$ 105,270.29	\$ 1,291,530.72	\$ 265,067.76	\$ 1,661,868.77
Aircraft Rent	\$ 63,277.50	\$ 2,792,786.91	\$ 1,360,000.00	\$ 4,216,064.41
Engine Rental	\$ -	\$ -	\$ -	\$ -
Aircraft Fuel	\$ -	\$ -	\$ -	\$ -
Aircraft Insurance	\$ 32,775.03	\$ 1,447,219.02	\$ 456,296.92	\$ 1,936,290.97
Subservice Charters	\$ -	\$ -	\$ -	\$ -
Other Expenses	\$ 74,105.80	\$ 160,617.95	\$ 44,525.98	\$ 279,249.73
			\$ -	\$ -
Flying operations-Total	\$ 275,428.62	\$ 5,692,154.60	\$ 2,125,890.66	\$ 8,093,473.88
Maintenance				
Direct Payroll Expenses	\$ 64,197.68	\$ 430,701.80	\$ 146,836.38	\$ 641,735.86
Indirect Payroll Expenses	\$ -	\$ 960,286.76	\$ 291,043.68	\$ 1,251,330.44
Maintenance Parts & Exchange Fees	\$ 26,627.83	\$ 11,793.00	\$ 3,931.80	\$ 42,352.63
Repair & Maintenance	\$ 90,597.24	\$ 682,769.60	\$ 195,555.50	\$ 968,922.34
Other Expenses	\$ 143,804.53	\$ 318,449.95	\$ 61,657.55	\$ 523,912.03
			\$ -	\$ -
Maintenance-Total	\$ 325,227.28	\$ 2,404,001.11	\$ 699,024.91	\$ 3,428,253.30
Passenger service				
Payroll Expenses	\$ 50,788.76	\$ 511,928.67	\$ 125,991.99	\$ 688,709.42
Ground Handling	\$ -	\$ -	\$ -	\$ -
Crew Logistics Expenses	\$ -	\$ -	\$ -	\$ -
Interrupted Flight Expenses	\$ -	\$ -	\$ -	\$ -
Other Expenses	\$ -	\$ -	\$ 87.74	\$ 87.74
			\$ -	\$ -
	\$ 50,788.76	\$ 511,928.67	\$ 126,079.73	\$ 688,797.16
Aircraft and traffic servicing				
Payroll Expenses	\$ 135,825.79	\$ 672,943.74	\$ 127,586.11	\$ 936,355.64
Aircraft Servicing	\$ -	\$ -	\$ -	\$ -
Airport Fees	\$ -	\$ 136,724.57	\$ 116,067.21	\$ 252,791.78
Overflights	\$ 5,700.00	\$ -	\$ -	\$ 5,700.00
Default on schedule Exp	\$ -	\$ -	\$ -	\$ -
Other Expenses	\$ 23,197.40	\$ 68,409.45	\$ 7,121.64	\$ 98,728.49
			\$ -	\$ -
	\$ 164,723.19	\$ 878,077.76	\$ 250,774.96	\$ 1,293,575.91
Promotion and sales				
Payroll Expenses	\$ 92,807.72	\$ 473,192.43	\$ 52,307.68	\$ 618,307.83
Sales Commission	\$ -	\$ -	\$ -	\$ -
Other Expenses	\$ 3,021.35	\$ 1,936.90	\$ -	\$ 4,958.25
			\$ -	\$ -
	\$ 95,829.07	\$ 475,129.33	\$ 52,307.68	\$ 623,266.08
General and administrative				
Payroll Expense	\$ 2,493,279.73	\$ 10,240,904.83	\$ 1,126,139.20	\$ 13,860,323.76
Payroll Taxes & Fees	\$ 240,291.06	\$ 1,042,252.42	\$ 204,170.25	\$ 1,486,713.73
Employee Benefits	\$ 58,645.43	\$ 524,136.55	\$ 136,611.06	\$ 719,393.04
Workmen Comp	\$ -	\$ 118,021.81	\$ 37,984.00	\$ 156,005.81
Rents	\$ 181,721.56	\$ 444,798.60	\$ 150,677.31	\$ 777,197.47
Legal Fees	\$ 64,651.49	\$ 24,615.85	\$ 6,727.84	\$ 95,995.18
Bad Debt	\$ -	\$ -	\$ -	\$ -
Other Expenses	\$ 182,834.63	\$ 174,683.64	\$ 99,177.28	\$ 456,695.55
			\$ -	\$ -
	\$ 3,221,423.90	\$ 12,569,413.70	\$ 1,761,486.94	\$ 17,552,324.54
Total Expenses	\$ 4,133,420.82	\$ 22,530,705.17	\$ 5,015,564.88	\$ 31,679,690.87
				\$ -
Government Grants/COVID Assistance Programs	\$ 8,212,099.52	\$ 7,512,251.64		\$ 15,724,351.16
Net Operating Income	\$ 4,078,678.70	\$ (15,018,453.53)	\$ (5,015,564.88)	\$ (15,955,339.71)

EXHIBIT MA-6
Pre-Operating Expenses

Miami Air International, Inc.
Start-Up Costs (Initial 90 Days)

Operating Model

	Start Up Period		
	May 2022	Jun 2022	Jul 2022

Summary Income Statement

<i>(\$000s unless noted)</i>	May 2022	Jun 2022	Jul 2022	Total
Revenue:				
Revenue - Charter		-	-	-
Revenue - Cuba		-	-	-
Revenue - ICE / Classic		-	-	-
Revenue - SHRC		-	-	-
Revenue - DoD		-	-	-
Revenue - Fuel Surcharge		-	-	-
Total Revenue		-	-	-
COGS				
Pilots	78,704	78,704	78,704	236,113
Flight Attendants	57,993	57,993	57,993	173,978
Aircraft and Traffic Servicing	153,299	153,299	153,299	459,898
Aircraft Fuel	-	-	-	-
Other COGS	-	-	-	-
Total COGS	289,996	289,996	289,996	869,989
Gross Profit	(289,996)	(289,996)	(289,996)	(869,989)
Expenses				
Direct Maintenance	107,018	107,018	107,018	321,055
Burden Maintenance	41,281	41,281	41,281	123,843
Promotion and Sales	25,065	25,565	23,371	74,000
Aircraft Expense	415,018	415,018	415,018	1,245,054
General and Administrative	221,828	221,828	221,828	665,483
Other Expenses	-	-	-	-
Depreciation	-	-	-	-
Total Expenses	810,209	810,709	808,515	2,429,434
Operating Income	(1,100,206)	(1,100,706)	(1,098,512)	(3,299,423)
Other Income		-		
Other Expenses				
Interest	-	-	-	-
Net Income	(1,100,206)	(1,100,706)	(1,098,512)	(3,299,423)
Interest	-	-	-	-
Taxes				
Depreciation				
Amortization				
EBITDA	(1,100,206)	(1,100,706)	(1,098,512)	(3,299,423)

EXHIBIT MA-7
**Outstanding Judgments and Pending
Litigation**

OUTSTANDING JUDGMENTS AND ACTIONS OVER \$5,000

There are no outstanding judgments. The following list includes actions for more than \$5,000.00 involving any relevant corporation or key personnel; none of these involve Miami Air International.

OPEN CASES WITH ASMAVIDO RODRIGUEZ¹

1. Amasvido Rodriguez v. Tomas Romero (CLAIM)

Miami-Dade Docket 2020-019539-CA-01

Nature of Action: Ownership

Trial set for June 13-14 2022

Assessment: Mr. Romero is more likely to prevail than not (see attached purchase agreement and shares)

Risk: If Mr. Romero does not prevail then Mr. Rodriguez would be able to claim a minority stake ownership in Caribbean Sun Airlines, Inc.

2. Regions Bank v. Professional Contractors Service, Inc. (Mr. Romero is a co-defendant.)

Miami-Dade Docket 2020-022626-CA-01

Nature of Action: Breach of contract

Assessment: It is unclear whether defendants, including Mr. Romero, are likely to prevail

Risk: Mr. Romero's exposure as a cosigner (for Amasvido Rodriguez' ex-wife) is about \$400,000.00. However, Plaintiff has indicated that it is willing to settle with Mr. Romero for an amount that is significantly lower than the amount claimed for damages. Mr. Romero has extended an offer to settle the case and awaits a response from Plaintiff.

3. Tomas Romero (PLAINTIFF) et al. v. Aerotech Miami, Inc., et al.

Miami-Dade Docket: 2021-005406-CA-01

Nature of Action: SLANDER OF TITLE; ABUSE OF PROCESS; VIOLATION OF DECEPTIVE AND UNFAIR TRADE PRACTICES ACT F.S. §§ 501.201-501.213; REPLEVIN; UNJUST ENRICHMENT; ACCOUNTING

Assessment: Mr. Romero is more likely to prevail than not

Risk: Unknown as Defendants have yet to respond to Complaint

¹ Amasvido Rodriguez is a disgruntled former employee who partnered with Mr. Romero on an unrelated venture, and has since made claims of an equity stake in Caribbean Sun, which Mr. Romero continues to vigorously contest.

OPEN CASES WITH ALAN BOYER²

1. CARIBBEAN SUN AIRLINES INC. (PLAINTIFF) ET AL. VS DAVID ALAN BOYER ET AL.

Miami-Dade Docket: 2021-027027-CA-01

Nature of Action: Fraud

Assessment: Mr. Romero and Caribbean Sun are more likely to prevail than not

Risk: No risk.

2. ODYSSEY LEASING III, LLC VS CARIBBEAN SUN AIRLINES, INC. ET AL.

Miami-Dade Docket: 2022-003556-CA-01

Nature of Action: Breach of contract, conversion, replevin

Miami-Dade Docket: 2022-003556-CA-01

Assessment: Mr. Tomas Romero, Mr. Iraq Pacheco and Caribbean Sun are more likely to prevail than not.

Risk: The worst case scenario would involve Caribbean Sun paying \$300,000.00 to the Plaintiff on rent.

3. HALEVI ENTERPRISES, LLC VS CARIBBEAN SUN AIRLINES, INC. (see attached exhibit)

Miami-Dade Docket: 2021-019404-CA-01

Nature of Action: Replevin (the sister case in Delaware claims damages)

Assessment: Mr. Romero is more likely to prevail than not

Risk: No Risk

4. SYNOVUS BANK, VS ODYSSEY REAL ESTATE HOLDINGS, LLC ET AL

Miami-Dade Docket: 2022-001378-CA-01

Nature of Action: Declaratory Judgment (Plaintiff seeks removal of inventory from repossessed property)

Assessment: Related to Alan Boyer. Caribbean Sun no longer has any engines in the property, and therefore the case is moot

Risk: No payment to be made to Plaintiff. No Risk.

² Mr. Boyer was a financial advisor seeking to buy CSA. He was unable to consummate the purchase, but while the offer was pending, his partners attempted to defraud the company.

OTHER CASES
<p>ERIKA M EXINIA ET AL VS CARIBBEAN SUN AIRLINES, INC. ET AL</p> <p>Miami-Dade Docket: 2020-024624-CA-01</p> <p>Nature of Action: Negligence</p> <p>Assessment: Caribbean Sun is more likely to prevail than not.</p> <p>Risk: The defendants have not claimed a specific amount of damages. The insurance will pay for any damages. No Risk.</p>

There are no outstanding judgments or pending actions for less than \$5,000 against Miami Air International, relevant corporations, or key personnel.

EXHIBIT MA-8
Affidavit of Aircraft Compliance

AFFIDAVIT OF FAA COMPLIANCE

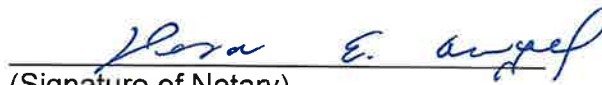
STATE OF FLORIDA)
COUNTY OF DADE) ss:

I, Armando Martinez, being first duly sworn, deposes and says:

1. I am 18 years of age or over.
2. I am the President of Miami Air International, Inc. and am authorized to make this statement on the Company's behalf.
3. I hereby swear, under penalty of perjury, that the aircraft operated by Miami Air International are certificated by the Federal Aviation Administration, in that they bear currently effective Certificates of Airworthiness, and are in full compliance with all applicable regulations and safety standards


Armando Martinez
President
Miami Air International, Inc.

Sworn to/affirmed and subscribed before me this 9th day of May 2022,
By Armando Martinez, who is personally known to me or who presented
Florida Driver License H635-005-46-374-0 as satisfactory
identification.


(Signature of Notary)

DORA E. ANGEL
(Name of Notary typed, stamped or printed)

(Notary Seal)



EXHIBIT MA-9
Projected Financial Statements



Miami Air International Group, Inc.
Projected Balance Sheet
At end Year 1

Revenue

Total Income \$ 24,012,350.00

Expenses \$ 21,511,189.34

Total Expenses \$ 21,511,189.34

Assets

Current Assets

Cash \$ 2,501,160.66

Line of Credit

Accounts Receivable \$ 658,712.00

Inventory \$ 16,223,047.02

Total Current Assets \$ **19,382,919.68**

Property, Plant and Equipment

Property, Plant and Equipment

Accumulated Depreciation

Total Property, Plant and Equipment \$ -

Security Deposits \$ 713,467.15

Other Current Assets \$ -

Total Assets \$ **20,096,386.83**

Liabilities & Stockholders' Equity

Current Liabilities

Accounts Payable \$ 1,952,505.00

Accrued Expenses \$ 92,052.63

Other Current Liabilities \$ -

Total Current Liabilities \$ **2,044,557.63**

PPP Loan \$ 3,961,317.45

Treasury-CARES ACT \$ 11,763,033.70

Total Long Term Liabilities \$ **15,724,351.15**

Total Liabilities \$ **17,768,908.78**

Additional Paid in Capital \$ 2,501,160.66

Owner Contribution \$ 30,662,297.74

Retained Earnings -\$ 26,900,329.65

Total Equity -\$ **9,131,420.87**

Total Liab, Preferred Stock and Equity

Miami Air International, Inc.
Twelve Month Projected
p&L/Expenses

Operating Model

	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Total	25% of Total Projected Expenses
Summary Income Statement														
<i>(\$000s unless noted)</i>														
Revenue:	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Total	
Revenue - Charter	127,500	136,000	144,500	153,000	161,500	170,000	178,500	187,000	195,500	204,000	212,500	221,000	2,091,000	
Revenue - Cuba	270,000	297,000	324,000	351,000	378,000	405,000	432,000	459,000	486,000	513,000	540,000	567,000	5,022,000	
Revenue - ICE / Classic	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	7,200,000	
Revenue - SHRC	-	-	-	-	-	-	-	-	-	-	-	-	-	
Revenue - DoD	-	-	-	-	-	-	-	-	-	-	-	-	-	
Revenue - Fuel Surcharge	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Revenue	997,500	1,033,000	1,068,500	1,104,000	1,139,500	1,175,000	1,210,500	1,246,000	1,281,500	1,317,000	1,352,500	1,388,000	14,313,000	
COGS														
Pilots	78,704	98,380	98,380	98,380	98,380	98,380	98,380	98,380	98,380	98,380	98,380	98,380	1,160,889	
Flight Attendants	57,993	72,491	72,491	72,491	72,491	72,491	72,491	72,491	72,491	72,491	72,491	72,491	855,392	
Aircraft and Traffic Servicing	295,875	297,939	302,190	306,441	310,691	314,942	319,193	323,444	327,694	331,945	336,196	340,447	3,806,997	
Aircraft Fuel	45,360	49,056	52,752	56,448	60,144	63,840	67,536	71,232	74,928	78,624	82,320	86,016	788,256	
Other COGS	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total COGS	477,932	517,866	525,813	533,760	541,707	549,653	557,600	565,547	573,494	581,440	589,387	597,334	6,611,533	
Gross Profit	519,568	515,134	542,687	570,240	597,793	625,347	652,900	680,453	708,006	735,560	763,113	790,666	7,701,467	
Expenses														
Direct Maintenance	107,018	107,018	107,018	107,018	107,018	107,018	107,018	107,018	107,018	107,018	107,018	107,018	1,284,218	16,075,270
Burden Maintenance	41,281	41,281	41,281	41,281	41,281	41,281	41,281	41,281	41,281	41,281	41,281	41,281	495,372	
Promotion and Sales	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	42,000	
Aircraft Expense	415,018	415,018	415,018	415,018	415,018	415,018	415,018	415,018	415,018	415,018	415,018	415,018	4,980,216	
General and Administrative	221,828	221,828	221,828	221,828	221,828	221,828	221,828	221,828	221,828	221,828	221,828	221,828	2,661,930	
Other Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-	
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Expenses	788,645	788,645	788,645	788,645	788,645	788,645	788,645	788,645	788,645	788,645	788,645	788,645	9,463,736	4,018,817
Operating Income	(269,077)	(273,511)	(245,958)	(218,405)	(190,851)	(163,298)	(135,745)	(108,192)	(80,638)	(53,085)	(25,532)	2,021	(1,762,270)	
Other Income	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-	
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	
Net Income	(269,077)	(273,511)	(245,958)	(218,405)	(190,851)	(163,298)	(135,745)	(108,192)	(80,638)	(53,085)	(25,532)	2,021	(1,762,270)	
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	
Taxes	-	-	-	-	-	-	-	-	-	-	-	-	-	
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-	
Amortization	-	-	-	-	-	-	-	-	-	-	-	-	-	
EBITDA	(269,077)	(273,511)	(245,958)	(218,405)	(190,851)	(163,298)	(135,745)	(108,192)	(80,638)	(53,085)	(25,532)	2,021	(1,762,270)	

EXHIBIT MA-10
Financial Fitness Calculation

**MIAMI AIR INTERNATIONAL, INC.
FINANCIAL FITNESS CALCULATION**

Funds required

Unpaid pre-operating costs (startup assumed August 1, 2022	\$3,299,424 ¹
Three-month average operating costs	4,018,817 ²
Current account deficit (current liabilities minus current assets)	266,285 ³
<u>Total amount required for startup</u>	<u>\$7,584,526</u>

Funds available

Miami Air's bank account balance	\$ 746,883
Republic Commercial Fund credit facility ⁴	\$7,500,000
Mr. Romero's cash on deposit ⁵	3,283,889
<u>Total Available Funding</u>	<u>\$11,530,772</u>
<u>Surplus</u>	<u>\$3,946,246</u>

¹ Calculated as \$1,099,808 per month. See Exhibit MA-6.

² See Exhibit MA-9.

³ See Exhibit MA-5.

⁴ This credit facility has been extended to Mr. Romero, and collateralized by Mr. Romero's personal assets, which far exceed the amount required for the facility. In accordance with the statement contained in Exhibit MA-14, Mr. Romero has committed the use of these funds to Miami Air's needs. See Exhibit MA-14.

⁵ In accordance with the statement contained in Exhibit MA-14, Mr. Romero has committed the use of these funds to Miami Air's needs. See Exhibit MA-14.

EXHIBIT MA-11
Third-Party Verification of Funds



May 11th, 2022

Subject: Miami Air International LLC

5000 NW 36TH ST

Miami Springs, FL 33162

To Whom It May Concern:

As of today, Miami Air International LLC has a balance of \$561,083.85 under account 2576324129.

Sincerely,

Michael Duch

Wells Fargo Bank- Regional Coverage RM

704-444-6136

Michael.duch@wellsfargo.com





May 13th, 2022

**RE: Miami Air International, Inc.
5000 NW 36 Street Suite #307
Miami, FL 33166
DDA Account # *****0298**

To whom it may concern,

Please be advised that Miami Air International, Inc. maintains their depository account relationship with our Bank. The account has been handled in an excellent and professional manner. Currently the account balance in the account as of the date of this letter is:

\$185,825.49 USD

Should you have any questions regarding the aforementioned, please feel free to contact me directly at 954.261.1139.

Sincerely,

Hugo Carreno
Senior Vice-President
Commercial Banking Officer

EXHIBIT MA-12
Republic Commercial Fund
Credit Facility Verification

Republic Commercial Fund, LLC
1110 Brickell Avenue, Suite 400
Miami, Florida 33131
Tel: 1.855.456.FUND
Cell: 305.849.2646
email: walter@republicfundus.com
www.republicfundus.com



Republic Commercial Fund

LOAN APPROVAL

4/5/2022

Dear Mr. Romero:

We are pleased to inform you that we have extended the approval of your company request, effective this date for the credit facility granted to you in 2022 under the following terms and conditions:

AMOUNT:

Maximum loan amount of \$7,500,000.00 up to 50% of appraised value of collateral properties and business as presented and approved.

BORROWERS:

Mr. Tomas Romero, President, Miami Air International, Inc.

Mr. Tomas Romero, individual

GUARANTORS:

Tomas Romero Individually and any member of the limited liability company who is not a borrower.

TERMS:

5-year note calls for 49 monthly payments of interest only at rate of 8.5% fixed. At maturity date, a final payment in the amount of \$7,500,000.00 plus accrued interest shall be due and paid in full.

TERMS:

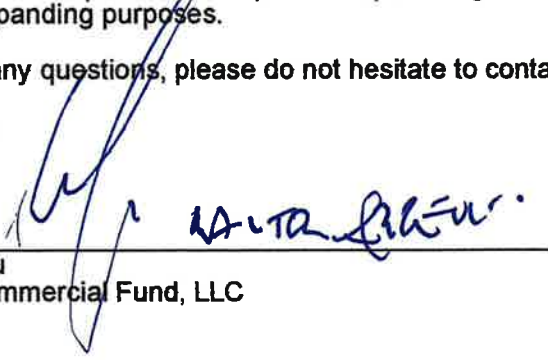
5-year note calls for 49 monthly payments of interest only at rate of 9.5% fixed. At maturity date, a final payment in the amount of \$7,500,000.00 plus accrued interest shall be due and paid in full.

PURPOSE:

The purpose for this loan is to pay for lease payments, purchase of new aircrafts as well as to apply it toward the purchases of parts or spare engines and any other expense needed by the airline for expanding purposes.

If you have any questions, please do not hesitate to contact me.

Respectfully,



Walter Abreu
Republic Commercial Fund, LLC

EXHIBIT MA-13
Republic Commercial Fund
Financial Statement



889-02-01-00 40267 1 C 001 30 S 66 002
REPUBLIC COMMERCIAL FUNDING LLC
800 HARBOR BLVD APT 1410B
WEEHAWKEN NJ 07086-7629

Your account statement

For 03/31/2022

Contact us



Truist.com



(844) 4TRUIST or
(844) 487-8478

■ TRUIST SIMPLE BUSINESS CHECKING [REDACTED]

Account summary

Your previous balance as of 03/01/2022	\$93,702,021.83
Checks	- 27,743,500.00
Other withdrawals, debits and service charges	- 14,971.51
Deposits, credits and interest	+ 192,227,420.91
Your new balance as of 03/31/2022	= \$258,170,971.23

Checks

DATE	CHECK #	AMOUNT(\$)	DATE	CHECK #	AMOUNT(\$)
03/11	8754999	18,493,500.00	03/24	8755284	9,250,000.00
Total checks					=\$27,743,500.00

Other withdrawals, debits and service charges

DATE	DESCRIPTION	AMOUNT(\$)
03/01	DEBIT CARD PURCHASE UNIVERSAL AP FLEX 03-31 ORLANDO FL 0385	116.18
03/01	DEBIT CARD PURCHASE UNIVERSAL AP FLEX 03-31 ORLANDO FL 0385	19.37
03/03	DEBIT CARD PURCHASE CASH APP*VERONICA 03-02 877-417-4551 FL 0385	20.00
03/03	DEBIT CARD PURCHASE-PIN 03-02-22 LAKE WORTH FL 0385 SHELL SERVICE STATION	35.00
03/03	DEBIT CARD PURCHASE-PIN 03-02-22 LAKE WORTH FL 0385 SHELL SERVICE STATION	2.79
03/03	DEBIT CARD MISC DEBIT CASH APP*CLAUDIA R 03-02 8774174551 CA 0385	160.00
03/04	DEBIT CARD PURCHASE MILLER S ALE HOUSE 03-02 ORLANDO FL 0385	15.00
03/04	DEBIT CARD PURCHASE APPLE.COM/BILL 03-03 800-275-2273 CA 0385	45.79
03/04	DEBIT CARD PURCHASE CASH APP*CRISTAL F 03-03 877-417-4551 FL 0385	300.00
03/07	DEBIT CARD PURCHASE APPLE.COM/BILL 03-04 800-275-2273 CA 0385	10.65
03/07	NON-TRUIST ATM FEE 03-04-22 KISSIMMEE FL 0385 ROSCOES -342242	3.00
03/07	ATM NETWORK CASH WITHDRAWAL 03-04-22 KISSIMMEE FL 0385 ROSCOES -342242	202.50
03/07	DEBIT CARD PURCHASE CLEOPS INVESTMENT 03-05 KISSIMMEE FL 0385	71.97
03/07	DEBIT CARD PURCHASE CASH APP*VERONICA 03-05 877-417-4551 FL 0385	25.00
03/07	DEBIT CARD PURCHASE-PIN 03-05-22 ORLANDO FL 0385 SAMSLUB #4828	63.00
03/07	DEBIT CARD PURCHASE OH' QUE BUENO 03-05 ORLANDO FL 0385	60.00
03/07	DEBIT CARD PURCHASE TST* CENTURION RES 03-05 WINTER PARK FL 0385	100.00
03/07	DEBIT CARD PURCHASE TST* CENTURION RES 03-05 WINTER PARK FL 0385	28.27
03/07	DEBIT CARD PURCHASE-PIN 03-06-22 ORLANDO FL 0385 WAL SAM'S CLUB 002143	340.33
03/07	DEBIT CARD PURCHASE-PIN 03-06-22 ORLANDO FL 0385 WAL SAM'S CLUB 002143	36.00
03/07	DEBIT CARD PURCHASE-PIN 03-06-22 ORLANDO FL 0385 PUBLIX SUPER MAR 13900 NA	102.84
03/07	DEBIT CARD PURCHASE-PIN 03-06-22 ORLANDO FL 0385 PUBLIX SUPER MAR 13900 NA	36.00
03/08	DEBIT CARD RECURRING PYMT APPLE.COM/BILL 02-07 866-712-7753 CA 0385	5.32
03/08	DEBIT CARD PURCHASE CLEOPS INVESTMENT 02-07 KISSIMMEE FL 0385	70.00

continued

■ TRUIST SIMPLE BUSINESS CHECKING 1100009468054 (continued)

DATE	DESCRIPTION	AMOUNT(\$)
03/08	DEBIT CARD RECURRING PYMT TMOBILE*POSTPAID F 03-07 800-937-8997 WA 0385	361.61
03/10	DEBIT CARD PURCHASE TAP 42 DORAL LLC 03-08 DORAL FL 0385	20.00
03/10	DEBIT CARD PURCHASE CASH APP*VERONICA 03-09 877-417-4551 FL 0385	80.00
03/14	DEBIT CARD PURCHASE CASH APP*CRISTAL F 03-11 877-417-4551 FL 0385	100.00
03/14	M-APP TRANSFER TRANSFER TO CHECKING 0000247112618 03-13-22	100.00
03/15	DEBIT CARD PURCHASE CASH APP*CRISTAL F 03-14 877-417-4551 FL 0385	50.00
03/15	DEBIT CARD MISC DEBIT CASH APP*WALTDIGGA 03-14 8774174551 CA 0385	100.00
03/16	DEBIT CARD PURCHASE AMWINS AUTO INS 03-14 800-856-0191 TX 0385	225.70
03/16	DEBIT CARD PURCHASE CASH APP*CRISTAL F 03-15 877-417-4551 FL 0385	100.00
03/16	DEBIT CARD PURCHASE COOPERS HAWK DORAL 03-15 DORAL FL 0385	50.00
03/16	DEBIT CARD PURCHASE DENTAL INSURANCE A 03-15 877-2804204 CA 0385	15.75
03/16	DEBIT CARD PURCHASE COOPERS HAWK DORAL 03/15 877-417-4551 FL 0385	36.00
03/17	DEBIT CARD PURCHASE-PIN 03-16-22 DORAL FL 0385 CVS/PHARMACY #10	32.21
03/17	DEBIT CARD PURCHASE CASA MARIN 03/17 HIALEAH FL 0385	36.00
03/17	DEBIT CARD PURCHASE CASH APP*CRISTAL F 03-16 877-417-4551 FL 0385	75.00
03/17	DEBIT CARD PURCHASE TAP 42 DORAL LLC 03-17 DORAL FL 0385	36.00
03/18	DEBIT CARD PURCHASE CASA MARIN 03-18 HIALEAH FL 0385	31.00
03/18	DEBIT CARD PURCHASE COOPERS HAWK DORAL 03-18 DORAL FL 0385	36.00
03/18	DEBIT CARD PURCHASE CASH APP*VERONICA 03-17 877-417-4551 FL 0385	40.00
03/18	DEBIT CARD PURCHASE CASH APP*VERONICA 03-17 877-417-4551 FL 0385	36.00
03/22	DEBIT CARD RECURRING PYMT APPLE.COM/BILL 03-19 866-712-7753 CA 0385	8.55
03/22	DEBIT CARD PURCHASE-PIN 03-22-22 HALLANDALE FL 0385 OFFICE MAX/OFFI 1771 E HA	36.00
03/22	DEBIT CARD MISC DEBIT CASH APP*CINDY JO 03-21 8774174551 CA 0385	129.00
03/22	DEBIT CARD RECURRING PYMT TMOBILE*POSTPAID F 03-22 800-937-8997 WA 0385	36.00
03/22	SERVICE CHARGES - PRIOR PERIOD	214.50
03/24	DEBIT CARD RECURRING PYMT APPLE.COM/BILL 03-24 866-712-7753 CA 0385	9.99
03/24	M-APP TRANSFER TRANSFER TO CHECKING 1100020403193 03-24-22	7,500.00
03/25	DEBIT CARD PURCHASE-PIN 03-24-22 HALLANDALE FL 0385 OFFICE MAX/OFFI 1771 E HA	138.91
03/25	DEBIT CARD PURCHASE-PIN 03-24-22 HALLANDALE FL 0385 OFFICE MAX/OFFI 1771 E HA	13.90
03/25	DEBIT CARD PURCHASE LUXEFLOWERBOX 03-24 754-6009655 FL 0385	207.40
03/25	DEBIT CARD PURCHASE COOPERS HAWK DORAL 03-24 DORAL FL 0385	50.00
03/28	DEBIT CARD PURCHASE ACI*ALLY AUTO 03-25 800-252-9638 NE 0385	718.08
03/28	DEBIT CARD PURCHASE-PIN 03-25-22 BOCA RATON FL 0385 COSTCO GAS #0345	99.55
03/28	DEBIT CARD PURCHASE HEARTH FINANCING 03-25 HTTPSWWW.GETH TX 0385	998.00
03/28	DEBIT CARD PURCHASE OH! QUE BUENO 03-25 ORLANDO FL 0385	70.35
03/28	DEBIT CARD PURCHASE CASH APP*VERONICA 03-25 877-417-4551 FL 0385	50.00
03/28	DEBIT CARD MISC DEBIT CASH APP*BRIAN HOU 03-25 8774174551 CA 0385	30.00
03/28	DEBIT CARD MISC DEBIT CASH APP*BRIAN HOU 03-25 8774174551 CA 0385	90.00
03/28	DEBIT CARD PURCHASE-PIN 03-26-22 ORLANDO FL 0385 COSTCO GAS #0651	100.00
03/29	M-APP TRANSFER TRANSFER TO CHECKING 0000247112618 03-26-22	188.00
03/29	DEBIT CARD MISC DEBIT CASH APP*MARY ACOS 03-26 8774174551 CA 0385	300.00
03/29	DEBIT CARD PURCHASE CASH APP*CRISTAL F 03-27 877-417-4551 FL 0385	250.00
03/29	DEBIT CARD PURCHASE CASH APP*VERONICA 03-27 877-417-4551 FL 0385	20.00
03/29	DEBIT CARD RECURRING PYMT EIG*CONSTANTCONTACT 03-27 855-2295506 MA 0385	20.00
03/29	DEBIT CARD PURCHASE-PIN 03-27-22 PEMBROKE PIN FL 0385 COSTCO GAS #0742	78.00
03/29	DEBIT CARD MISC DEBIT CASH APP*CINDY JO 03-27 8774174551 CA 0385	60.00
03/29	DEBIT CARD MISC DEBIT CASH APP*CLAUDIA R 03-27 8774174551 CA 0385	125.00
Total other withdrawals, debits and service charges		= \$14,971.51

Deposits, credits and interest

DATE	DESCRIPTION	AMOUNT(\$)
03/01	DEPOSIT	20,000,170.00
03/01	DEPOSIT	12,082,000.00
03/02	DEPOSIT	388.74
03/03	DEPOSIT	15,000,250.00
03/07	DEPOSIT	149.93
03/07	DEPOSIT	20,050,200.00
03/07	DEPOSIT	200.00
03/07	DEPOSIT	400.00
03/08	DEPOSIT	35,000,600.00
03/14	DEPOSIT	100.00
03/14	DEPOSIT	200.00
03/14	DEPOSIT	25,000,230.00
03/16	DEPOSIT	75.00

continued



■ TRUIST SIMPLE BUSINESS CHECKING 1100009468054 (continued)

DATE	DESCRIPTION	AMOUNT(\$)
03/16	DEPOSIT	100.00
03/16	DEPOSIT	103.41
03/23	DEPOSIT	25,015,036.00
03/23	DEPOSIT	20,015,036.00
03/23	DEPOSIT	15,059,395.83
03/25	DEPOSIT	1,000.00
03/28	DEPOSIT	200.00
03/28	DEPOSIT	200.00
03/28	DEPOSIT	270.00
03/29	DEPOSIT	5,000,539.00
03/29	DEPOSIT	577.00
Total deposits, credits and interest		= \$192,227,420.91



Questions, comments or errors?

For general questions/comments or to report errors about your statement or account, please call us at 1-844-4TRUIST (1-844-487-8478) 24 hours a day, 7 days a week. Truist Contact Center teammates are available to assist you from 8am 8pm EST Monday-Friday and 8am 5pm EST on Saturday. You may also contact your local Truist branch. To locate a Truist branch in your area, please visit [Truist.com](https://www.truist.com).

Electronic fund transfers (For Consumer Accounts Only. Commercial Accounts refer to the Commercial Bank Services Agreement.)

Services such as Bill Payments and Zelle® are subject to the terms and conditions governing those services, which may not provide an error resolution process in all cases. Please refer to the terms and conditions for those services.

In case of errors or questions about your electronic fund transfers, if you think your statement or receipt is wrong or if you need more information about a transfer on the statement or receipt, IMMEDIATELY call 1-844-487-8478 or write to:

Fraud Management
P.O. Box 1014
Charlotte, NC 28201

Tell us as soon as you can, if you think your statement or receipt is wrong, or if you need more information about a transfer listed on the statement or receipt. We must hear from you no later than sixty (60) days after we sent the FIRST statement on which the problem or error appeared.

- Tell us your name and deposit account number (if any)
- Describe the error or transfer you are unsure of, and explain as clearly as you can why you believe it is an error or why you need more information
- Tell us the dollar amount of the suspected error

If you tell us orally, we may require that you also send us your complaint or question in writing within ten (10) business days. We will tell you the results of our investigation within ten (10) business days after we hear from you, and we will correct any error promptly. If we need more time, however, we may take up to forty-five (45) days to investigate your complaint or questions for ATM transactions made within the United States and up to ninety (90) days for new accounts, foreign initiated transactions and point-of-sale transactions. If we decide to do this, we will re-credit your account within ten (10) business days for the amount you think is in error, minus a maximum of \$50. If we ask you to put your complaint in writing, and we do not receive it within ten (10) business days, we may not re-credit your account and you will not have use of the money during the time it takes us to complete our investigation.

Tell us AT ONCE if you believe your access device has been lost or stolen, or someone may have electronically transferred money from your account without your permission, or someone has used information from a check to conduct an unauthorized electronic fund transfer. If you tell us within two (2) business days after you learn of the loss or theft of your access device or the unauthorized transaction, you can lose no more than \$50 if someone makes electronic transfers without your permission.

If you do NOT tell us within two (2) business days after you learn of the loss or theft of your access device or the unauthorized transaction, and we can prove we could

have stopped someone from making electronic transfers without your permission if you had told us, you could lose as much as \$500. Also, if your periodic statement shows transfers you did not make, tell us at once. If you do not tell us within sixty (60) days after the statement was mailed to you, you may not get back any money you lost after sixty (60) days if we can prove we could have stopped someone from taking the money if you had told us in time.

Important information about your Truist Ready Now Credit Line Account

Once advances are made from your Truist Ready Now Credit Line Account, an INTEREST CHARGE will automatically be imposed on the account's outstanding "Average daily balance." The INTEREST CHARGE is calculated by applying the "Daily periodic rate" to the "Average daily balance" of your account (including current transactions) and multiplying this figure by the number of days in the billing cycle. To get the "Average daily balance," we take the beginning account balance each day, add any new advances or debits, and subtract any payments or credits and the last unpaid INTEREST CHARGE. This gives us the daily balance. Then we add all of the daily balances for the billing cycle and divide the total by the number of days in the billing cycle. This gives us the "Average daily balance."

Billing Rights Summary

In case of errors or questions about your Truist Ready Now Credit Line statement

If you think your statement is incorrect, or if you need more information about a Truist Ready Now Credit Line transaction on your statement, please call 1-844-4TRUIST or visit your local Truist branch. To dispute a payment, please write to us on a separate sheet of paper at the following address:

Card and Direct to Consumer Lending
PO Box 200
Wilson NC 27894-0200

We must hear from you no later than sixty (60) days after we sent you the FIRST statement on which the error or problem appeared. You may telephone us, but doing so will not preserve your rights. In your letter, please provide the following information:

- Your name and account number
- Describe the error or transfer you are unsure about, and explain in detail why you believe this is an error or why you need more information
- The dollar amount of the suspected error

During our investigation process, you are not responsible for paying any amount in question; you are, however, obligated to pay the items on your statement that are not in question. While we investigate your question, we cannot report you as delinquent or take any action to collect the amount in question.

Mail-in deposits

If you wish to mail a deposit, please send a deposit ticket and check to your local Truist branch. Visit [Truist.com](https://www.truist.com) to locate the Truist branch closest to you. Please do not send cash.

Change of address

If you need to change your address, please visit your local Truist branch or call Truist Contact Center at 1-844-4TRUIST (1-844-487-8478).

How to Reconcile Your Account		Outstanding Checks and Other Debits (Section A)			
1. List the new balance of your account from your latest statement here:		Date/Check #	Amount	Date/Check #	Amount
2. Record any outstanding debits (checks, check card purchases, ATM withdrawals, electronic transactions, etc.) in section A. Record the transaction date, the check number or type of debit and the debit amount. Add up all of the debits, and enter the sum here:					
3. Subtract the amount in Line 2 above from the amount in Line 1 above and enter the total here:					
4. Record any outstanding credits in section B. Record the transaction date, credit type and the credit amount. Add up all of the credits and enter the sum here:					
5. Add the amount in Line 4 to the amount in Line 3 to find your balance. Enter the sum here. This amount should match the balance in your register.					
		Outstanding Deposits and Other Credits (Section B)			
		Date/Type	Amount	Date/Type	Amount

For more information, please contact your local Truist branch, visit [Truist.com](https://www.truist.com) or contact us at 1-844-4TRUIST (1-844-487-8478). MEMBER FDIC

EXHIBIT MA-14

**Tomas Romero Letter of Commitment and
Personal Financial Statement
(CONFIDENTIAL)**



May 13, 2022

Ms. Laura Remo
Chief Air Carrier Fitness Division
Department of Transportation
1200 New Jersey Ave., S.W.
Washington, DC 20590

Re: Applications of Miami Air International, Inc. for Certificate Authority

Dear Ms. Remo:

As owner and chairman of Miami Air International, I am fully committed to seeing the carrier through the process of obtaining the requested certificate authority and resuming operations in domestic and foreign air transportation.

In accordance with that commitment, I have already expended over \$16 million of my own funds, since the acquisition of the company, to maintain payroll and other essential functions. I understand that the carrier will require the availability of approximately \$7.6 million in order to demonstrate the necessary financial fitness.

I am fully committed to providing funding in excess of that amount. I have obtained a credit facility from Republic Commercial Fund in the amount of \$7.5 million; further, I am willing to provide up to \$3 million above that amount from my own financial resources. The attached financial statement and verification of funds demonstrates my ability to do so. I intend to make these funds available to Miami Air as additional capital contribution.

I am happy to respond to any questions you may have in this regard.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tomas Romero", is written over a circular stamp. The stamp contains the text "Tomas Romero" and "Chairman" in a circular arrangement.

Tomas Romero
Chairman

REDACTED

CONFIDENTIAL TREATMENT REQUESTED UNDER 14 C.F.R. § 302.12

REDACTED

CONFIDENTIAL TREATMENT REQUESTED UNDER 14 C.F.R. § 302.12

EXHIBIT MA-15
Form OST 4523



AGREEMENT

The undersigned carriers (hereinafter referred to as "the Carriers") hereby agree as follows:

1. Each of the Carriers shall, effective May 16, 1966, include the following in its conditions of carriage, including tariffs embodying conditions of carriage filed by it with any government:

"The Carrier shall avail itself of the limitation of liability provided in the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw October 12th, 1929, or provided in the said Convention as amended by the Protocol signed at The Hague September 28th, 1955. However, in accordance with Article 22(1) of said Convention, or said Convention as amended by said Protocol, the Carrier agrees that, as to all international transportation by the Carrier as defined in the said Convention or said Convention as amended by said Protocol, which, according to the contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place

- (1) The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of US \$75,000 inclusive of legal fees and costs, except that, in case of a claim brought in a State where provision is made for separate award of legal fees and costs, the limit shall be the sum of US \$58,000 exclusive of legal fees and costs.
- (2) The Carrier shall not, with respect to any claim arising out of the death, wounding, or other bodily injury of a passenger, avail itself of any defense under Article 20(1) of said Convention or said Convention as amended by said Protocol.

Nothing herein shall be deemed to affect the rights and liabilities of the Carrier with regard to any claim brought by, on behalf of, or in respect of any person who has willfully caused damage which resulted in death, wounding, or other bodily injury of a passenger."

2. Each Carrier shall, at the time of delivery of the ticket, furnish to each passenger whose transportation is governed by the Convention, or the Convention as amended by the Hague Protocol, and by the special contract described in paragraph 1, the following notice, which shall be printed in type at least as large as 10 point modern type and in ink contrasting with the stock on (i) each ticket; (ii) a piece of paper either placed in the ticket envelope with the ticket or attached to the ticket; or (iii) on the ticket envelope:

"ADVICE TO INTERNATIONAL PASSENGER ON LIMITATION OF LIABILITY

Passengers on a journey involving an ultimate destination or a stop in a country other than the country of origin are advised that the provisions of a treaty known as the Warsaw Convention may be applicable to the entire journey, including any portion entirely within the country of origin or destination. For such passengers on a journey to, from, or with an agreed stopping place in the United States of America, the Convention and special contracts of carriage embodied in applicable tariffs provide that the liability of

[certain]*
[(name of carrier) and certain other] carriers parties to such special contracts for death of or personal injury to passengers is limited in most cases to proven damages not to exceed US \$75,000 per passenger, and that this liability up to such limit shall not depend on negligence on the part of the carrier. For such passengers traveling by a carrier not a party to such special contracts or on a journey not to, from, or having an agreed stopping place in the United States of America, liability of the carrier for death or personal injury to passengers is limited in most cases to approximately US \$10,000 or US \$20,000.

The names of Carriers parties to such special contracts are available at all ticket offices of such carriers and may be examined on request.

Additional protection can usually be obtained by purchasing insurance from a private company. Such insurance is not affected by any limitation of the carrier's liability under the Warsaw Convention or such special contracts of carriage. For further information please consult your airline or insurance company representative."

3. [This Agreement was filed with the Civil Aeronautics Board of the United States. The Board approved it by Order E-23680, adopted May 13, 1966. The Agreement (Agreement 18900) became effective May 16, 1966. On January 1, 1985, this Agreement became the responsibility of the Department of Transportation (DOT) by operation of law.]

4. This Agreement may be signed in any number of counterparts, all of which shall constitute one Agreement. Any Carrier may become a party to this Agreement by signing a counterpart hereof and depositing it with DOT.

5. Any Carrier party hereto may withdraw from this Agreement by giving twelve (12) months' written notice of withdrawal to DOT and the other Carriers parties to the Agreement.

*Either alternative may be used.

(Signature and Date)

(Printed Name and Title)

(Name and Address of Carrier)

Armando Martinez 5-11-22
ARMANDO MARTINEZ / PRES
NIAKI AIR INTERNATIONAL
5000 NY 36 ST. Miami, FL 33122

EXHIBIT MA-16
Family Assistance Plan

TO BE FILED

EXHIBIT MA-17
Passenger Manifest Plan

Miami Air International, Inc.
Summary of Passenger Manifest Information Collection Procedures

Pursuant to 14 C.F.R. Part 243, Miami Air International, Inc. ("Miami Air") provides the summary below regarding its procedures for collecting passenger manifest information for flights operated to or from the U.S.

1. For covered flight segments, Miami Air will: (a) collect, or cause to be collected, the full name for each passenger who is a U.S. citizen. U.S.-citizen passengers for whom this information is not obtained shall not be boarded on Miami Air flights; (b) solicit, or cause to be solicited, a name and telephone number of a contact from each passenger who is a U.S. citizen; and (c) maintain a record of the information collected.
2. Information on individual passengers will be collected before each passenger boards the aircraft on a flight segment operating to or from the U.S.
3. The information will be kept until all passengers have disembarked from the aircraft on a flight segment operating to or from the U.S.
4. The contact information collected will be kept confidential and released only to the U.S. Department of State, the National Transportation Safety Board (upon NTSB's request), and the U.S. Department of Transportation. The contact information may also be released to other governments or governmental agencies that have an independent, legal right to obtain this information.
5. The contact information collected will only be used by Miami Air for notification of family members or listed contacts following an aviation disaster. The information will not be used for commercial or marketing purposes.
6. Miami Air will inform the Managing Director of Overseas Citizen Services, Bureau of Consular Affairs, U.S. Department of State immediately upon learning of an aviation disaster involving a flight segment to or from the U.S. operated by Miami Air.
7. Miami Air will transmit a complete and accurate compilation of the information collected to the U.S. Department of State as quickly as possible, but not later than 3 hours, after Miami Air learns of an aviation disaster involving a flight segment to or from the U.S. operated by Miami Air.
8. Upon request, Miami Air will transmit a complete and accurate compilation of the information collected to the Director, Family Support Services, National Transportation Safety Board.
9. Miami Air Flight Operations, whose telephone number is 305 876-3678, is the contact at Miami Air who is available at any time the airline is operating a flight segment to or from the U.S., and can be consulted concerning the passenger and contact information gathered.

EXHIBIT MA-18
FAA Certification Job Aid

Figure 3-110. General Purpose Proving and Validation Test Job Aid

Operator/Program Manager Official Name/Cert. Number:					
PHASE 1—REQUEST FOR AUTHORIZATION					
PTRS/ DCT CODE		INSP.'S INITIAL	DATE Proposed	DATE Completed	NOTES
	1. Applicant Request (if applicable)				N/A
	2. Contact a specialist in AFS-410 for all international operations				N/A
	3. Initial Contact Meeting				N/A
	a. Determine need for proving and/or validation testing				N/A
	b. Applicant advised of applicable guidance, to include this job aid				N/A
	4. Assign Federal Aviation Administration (FAA) Test Team				N/A
	5. Internal FAA Coordination				N/A
	6. Open Master Program Tracking and Reporting Subsystem (PTRS) Record # _____				N/A
	7. Safety Assurance System (SAS) Data Collection Tool (DCT) (as applicable)				N/A
	8. Special Areas of Operations (SAO) requests should be entered by PI into the AFS-400 tracking tool				N/A

PHASE 2—PROVING/VALIDATION TEST PLAN					
PTRS/ DCT CODE		INSP.'S INITIAL	DATE Proposed	DATE Completed	NOTES
	1. Applicant Submits Formal Test Plan				
	a. Identification of company coordinator				Ely Henry
	b. Detailed schedule of all proposed flights			03/08/2022	
	c. List of names & positions of flightcrew members on each flight when known			03/08/2022	O'Sullivan / King
	d. Names, titles, & company affiliation of all noncrewmembers on each flight			03/08/2022	Hector Tuya (MX)
	e. Applicant's plan for reducing test hours (if applicable)				N/A
	2. FAA Test Team Leader Initial Review of Test Plan				FAA
	3. Update Master PTRS record				FAA
	4. SAS DCT (as applicable)				FAA

PHASE 3—FAA TEST TEAM PLAN REVIEW					
PTRS/ DCT CODE		INSP.'S INITIAL	DATE Proposed	DATE Completed	NOTES
	1. Evaluate Test Plan for Regulatory Compliance, Safe Operating Practices, Logic of Sequence, etc.				FAA
	2. Manuals/Procedures (as applicable):				
	a. Flight Operations Manual (FOM)			08/21/19	Rev 6
	b. General Maintenance Manual (GMM)			06/10/21	Rev 12
	c. Maintenance technical manuals				
	d. Flight deck normal/abnormal/emergency checklists and procedures			09/15/19	Rev 31
	e. FAA-approved Airplane Flight Manual (AFM)/Rotorcraft Flight Manual (RFM)			12/23/21 08/23/21	N735MA N778MA
	f. Flight attendant (F/A) manual			03/01/21	Rev 7
	g. Company emergency manual			02/17/2022	Rev 9
	h. Passenger briefing cards			FEB 2021	
	i. Aircraft fueling			12/08/20	Rev 1
	j. International operations				N/A
	k. Dispatch/flight following/flight locating			12/10/19	Rev 5
	l. Weight and Balance (W&B)			10/05/21	
	m. Hazardous material (hazmat) recognition and/or acceptance			12/17/21	Rev 1
	n. Minimum equipment list (MEL)/Configuration Deviation List (CDL)			05/04/2022	
	o. Flight planning			12/10/19	DSP Rev 5
	p. Deicing/anti-icing		02/24/22		*not req'd for cert
	q. Carry-on baggage			11/10/21	Ops Spec A011
	r. Exit seating			11/10/21	Ops Spec A022
	s. Aircraft cargo loading manuals and specific cargo handling manuals				N/A
	t. Station operations manual			12/11/20	GHM Rev 9
	u. Enhanced Weather Information Systems (EWINS)			11/11/21	EWINS Rev 2
	3. Training Manuals/Programs/Procedures (as applicable):				
	a. Flightcrew training			03/03/2022	FEB latest recurrent

PHASE 3—FAA TEST TEAM PLAN REVIEW					
PTRS/ DCT CODE		INSP.'S INITIAL	DATE Proposed	DATE Completed	NOTES
	b. F/A training			12/13/2021	date of last recurrent
	c. Dispatch/flight following/flight locating training			03/04/2022	FOT Rev 7
	d. Maintenance training			12/01/2020	MTM Rev 3
	e. Ground personnel				need confirm routes
	f. Destination/alternate airport analysis		TBD		*for validation flight
	4. Other Inspections/Reviews (as applicable):				
	a. Aircraft conformity			04/06/2021	D085 ops spec
	b. Operational control (lease agreements & doing business as (DBA))				Ops spec A008
	c. Cargo evaluations				N/A
	d. Service/contract agreements				upon request
	e. Hazmat training			03/17/2022	
	f. Exemption/deviation/waiver requests				Applied for A005 *no
	g. W&B training			02/24/2022	date DSP/MX/FCrew
	h. Cargo loading and handling training				N/A
	i. Ground handling procedures training (if new aircraft or station)				N/A
	5. Emergency Evacuation Demonstration Plan (as applicable)				N/A
	6. Ditching Demonstration Plan (as applicable)				N/A
	7. Make Test Team Member Assignments				FAA
	8. Coordinate With the Transportation Security Administration (TSA) Regarding Security Procedures and Training				FAA
	9. Coordinate With the FAA Office of Hazardous Materials Safety (AXH)				FAA
	10. Ensure Administrative Requirements (e.g., passport, visas, country clearance(s), travel authorization (fund cite))				N/A
	11. Review Draft Operations Specifications (OpSpecs)/Management Specifications (MSpecs) (coordinate with a specialist in AFS-410 for authorizations with their involvement)				FAA

PHASE 3—FAA TEST TEAM PLAN REVIEW					
PTRS/ DCT CODE		INSP.'S INITIAL	DATE Proposed	DATE Completed	NOTES
	12. Letter of Authorization (LOA) (if required)				FAA
	13. Update Master PTRS Record				FAA
	14. SAS DCT (as applicable)				FAA
NOTE: During initial air operator certification or program manager authorization, the above manuals/programs may have already been reviewed.					

PHASE 4—INSPECTION AND DEMONSTRATION				
PTRS/ DCT CODE		INSP.'S INITIAL	DATE OBJECTIVE PROPOSED	NOTES
	1. Show Cause Order from Department of Transportation (DOT) (part 121 applicants)			FAA/DOT
	2. Emergency Evacuation Demonstration (as applicable)			N/A
	3. Ditching Demonstration (as applicable)			N/A
	4. Proving and/or Validation Flight			
	a. Tabletop demonstrations		05/17/2022	
	b. Flight preparation		05/19/2022	*validation flight
	c. Preflight		05/19/2022	*validation flight
	d. En route		05/19/2022	*validation flight
	e. Postflight		05/19/2022	*validation flight
	f. Applicant recordkeeping		05/19/2022	*validation flight
	5. Validation Testing			
	a. Tabletop demonstrations			
	b. Indepth review of:			
	(1) Applicant's proposed procedures			FAA
	(2) Training programs			FAA
	(3) Manuals			FAA
	(4) Facilities			FAA
	(5) Maintenance programs			FAA
	6. Update Master PTRS Record			FAA
	7. SAS DCT (as appropriate)			FAA

PHASE 5—APPROVAL/DISAPPROVAL			
	INSP.'S INITIAL	DATE	NOTES
1. Final Economic Authority (DOT) (if applicable)			
2. Principal Inspector (PI) Approves/Issues OpSpecs/MSpecs (coordinate with a specialist in AFS-410 for authorizations with their involvement)			
3. Letter of Disapproval (if applicable)			
4. Test Team—Complete Individual PTRS Records			
5. Certification Project Manager (CPM) Completes/Closes Master PTRS Record			
6. CPM Completes SAS DCT (as applicable)			

RESERVED. Paragraphs 3-2317 through 3-2330.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

2895 S.W. 145th Avenue, Suite 291
Miramar, FL 33027

May 4, 2022

Mr. Daniel Sweitzer
Director of Flight Operations Miami Air International, Inc.
5000 NW 36th Street Suite 307
Miami, FL 33166

REF: MEL REV 4

Dear Mr. Sweitzer:

The Federal Aviation Administration (FAA) has reviewed and approved Miami Air International, Inc.'s (Miami Air), 737-800 Minimum Equipment List (MEL) Revision 4, dated April 11, 2022.

If you have any questions please feel free to call me at 503-891-1346.

Best regards,

Harris Coller
POI MYWA

EXHIBIT MA-19
Insurance Certificate



Office of the Secretary
of Transportation

AGENCY DISPLAY OF ESTIMATED BURDEN

The public reporting burden for this collection of information is estimated to average 15-30 minutes per response. If you wish to comment on the accuracy of the estimate or make suggestions for reducing this burden, please direct your comments to: U.S. Department of Transportation, Office of Aviation Analysis, X-56, 1200 New Jersey Ave. S.E., Washington, D.C. 20590. According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

NOTE: For information on where to file completed copies of this form, see **FILING INSTRUCTIONS** below.

OMB No. 2106-0030 Expires April 30, 2023

U.S. AIR CARRIERS - CERTIFICATE OF INSURANCE POLICIES OF INSURANCE FOR AIRCRAFT ACCIDENT BODILY INJURY AND PROPERTY DAMAGE LIABILITY

FILING INSTRUCTIONS: File a signed original of this form with the Federal Aviation Administration, Air Transportation Division, electronically to: AFS-260-Insurance@faa.gov, or mail to: AFS-260, 800 Independence Ave., S.W., Washington, D.C., 20591 (See EXCEPTION)

EXCEPTION: For any insured that is located in the State of Alaska, file a signed original of this form with the Federal Aviation Administration, Air Transportation Division, electronically to: AFS-260-Insurance@faa.gov, or mail to: Anchorage Flight Standards Service Office, 949 E. 36th Avenue, Suite 600, Anchorage, Alaska 99503.

(Please type information, except signatures.)

THIS CERTIFIES THAT: Underwriters at Lloyd's of London and Various Insurance Companies
(Name of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to Miami Air International, Inc.

5000 NW 36 Street, #307, Miami, FL 33122

(Name, address and FAA Certificate number of Insured U.S. Air Carrier)

FAA Certificate Number MYWA9948

effective from December 31, 2021 until ten (10) days after written notice from the insurer or carrier of the intent to terminate coverage is received by the Department of Transportation.

NOTE: Part 205 of the Department's Regulations does not allow for a predetermined termination date, and a certificate showing such a date is unacceptable.

1. The Insurer (Check One):

- ☒ is licensed to issue aircraft insurance policies in the United States;
☐ is licensed or approved by the government of _____ to issue aircraft insurance policies; or
☐ is an approved surplus line insurer in the State(s) of _____

2. The insurer assumes, under the policy or policies listed below, aircraft accident liability insured to minimums at least equal to the following during operation, maintenance, or use of aircraft in "air transportation" as that term is defined in 49 U.S.C. 40102. (Complete applicable section(s) A, B, or C below):

A. U.S. AIR TAXI OPERATORS (EXCLUDING U.S. COMMUTER AIR CARRIERS) WITH PART 298 AUTHORITY ONLY:

The aircraft covered by this policy are SMALL AIRCRAFT (i.e., with 60 or fewer passenger seats or with a maximum payload capacity of 18,000 pounds or less). (Complete separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each person	Each Occurrence
_____	Bodily Injury Liability (Excluding Passengers)	\$75,000	\$300,000
_____	Passenger Bodily Injury	\$75,000	\$75,000 x 75% of total number of passenger seats installed in aircraft
_____	Property Damage		\$100,000

☐ Combined Coverage: The amount of coverage set forth below is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. _____ Amount of Coverage _____

☐ This policy covers CARGO operations only and excludes passenger liability insurance.

B. U.S. COMMUTER AIR CARRIERS OR CERTIFICATED AIR CARRIERS OPERATING SMALL AIRCRAFT

The aircraft covered by this policy are SMALL AIRCRAFT (i.e., with 60 or fewer passenger seats or with a maximum payload capacity of 18,000 pounds or less). (Complete separate or combined coverage as appropriate):

		Minimum Limit	
		Each person	Each Occurrence
<input type="checkbox"/> Separate Coverages:			
Policy No. _____	Type of Liability		
_____	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$300,000	\$2,000,000
_____	Passenger Bodily Injury	\$300,000	\$300,000 x 75% of total number of passenger seats installed in aircraft

- ☐ Combined Coverage: The amount of coverage set forth below is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. _____ Amount of Coverage _____

- ☐ This policy covers CARGO operations *only* and *excludes* passenger liability insurance.

C. U.S. CERTIFICATED AIR CARRIERS OPERATING LARGE AIRCRAFT

The aircraft covered by this policy are LARGE AIRCRAFT (i.e., with more than 60 passenger seats or with a maximum payload capacity of more than 18,000 pounds). (Complete separate or combined coverage as appropriate):

		Minimum Limit	
		Each person	Each Occurrence
<input type="checkbox"/> Separate Coverages:			
Policy No. _____	Type of Liability		
_____	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$300,000	\$20,000,000
_____	Passenger Bodily Injury	\$300,000	\$300,000 x 75% of total number of passenger seats installed in aircraft

- ☒ Combined Coverage: The amount of coverage set forth below is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. SA0171021 Amount of Coverage USD 750,000,000

- ☐ This policy covers CARGO operations *only* and *excludes* passenger liability insurance.

3. The policy or policies listed in this certificate insure(s) (Check One):

- ☐ Operations conducted with all aircraft operated by the insured
- ☐ Operations conducted with the following types of aircraft:
- ☐ Operations with the following aircraft: (Use additional page if necessary)

Make and Model _____
FAA or Foreign Flag Registration No. _____

4. Each policy listed in this certificate meets or exceeds the requirements in 14 CFR Part 205.

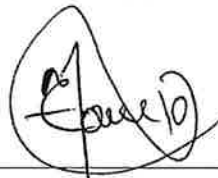
<u>MIAMI AIR INTERNATIONAL</u> (Name of Insurer)	<u>Southeast Marine & Aviation DBA SEMA Insurance</u> (Name of Broker, if applicable)
<u>5000 NW 36 ST</u> (Address)	<u>355 Alhambra Circle, Suite 1201</u> (Address)
<u>MIAMI, FL 33122</u> (City, State, Zip Code)	<u>Coral Gables, FL 33134</u> (City, State, Zip Code)
<u>ADRIANDO MARTINEZ</u> Contact (person who can verify the effectiveness of the coverage)	<u>Alfredo Mason</u> (Officer or authorized representative)
<u>305 876 3000</u> (Area Code, Phone Number)	<u>305-779-7676</u> (Area Code, Phone Number)
<u>305 876 3000</u> (Area Code, Fax Number)	<u>305-779-7677</u> (Area Code, Fax Number)
<u>[Signature]</u> (Email Address)	<u>masona@semainurance.com</u> (Email Address)
<u>[Signature]</u> (Signature)	<u>[Signature]</u> (Signature)
<u>5.11.22</u> (Date)	<u>05/11/2022</u> (Date)

EXHIBIT MA-20
Certification

CERTIFICATION

The contents of the attached submission and exhibits are true and correct to the best of my knowledge and belief. Pursuant to Title 18 United States Code Section 1001, I, in my individual capacity and as the authorized representative of the applicant, have not in any manner knowingly and willfully falsified, concealed or failed to disclose any material fact or made any false, fictitious, or fraudulent statement or knowingly used any documents which contain such statements in connection with the preparation, filing or prosecution of the application. I understand that an individual who is found to have violated the provisions of 18 U.S.C section 1001 shall be fined or imprisoned not more than five years, or both.

MIAMI AIR INTERNATIONAL, INC.

A handwritten signature in black ink, appearing to read 'Tomas Romero', is written over a horizontal line.

By: TOMAS ROMERO

Its: CEO

Date: MAY 13 / 2,022.

CERTIFICATE OF SERVICE

I hereby certify that I have this date served a copy of the foregoing Application by electronic mail upon the following:

ABX Air	jjohnson@sqbdc.com
Air Transport International	perkmann@cooley.com
Air Wisconsin	dheffernan@cozen.com
Alaska Airlines	Cameron.cloarzavaleta@alaskaair.com
Allegiant Air	agoerlich@ggh-airlaw.com
American Airlines	Robert.wirick@aa.com
	john.b.williams@aa.com
Amerijet International	rleon@amerijet.com
	gberdote-figueroa@amerijet.com
Atlas Air/Southern	George.kopcsay@atlasair.com
	keinan.meginniss@atlasair.com
Centurion Air Cargo	john@mietuslaw.com
Compass Airlines	kquinn@bakermackenzie.com
	Jennifer.trock@bakermackenzie.com
Delta Air Lines	Steven.seiden@delta.com
	chris.walker@delta.com
ExpressJet Airlines	mwarren@jenner.com
	aarshad@jenner.com
Federal Express	Brian.hedberg@fedex.com
	anne.bechdolt@fedex.com
Frontier Airlines	robert.cohn@hoganlovells.com
	patrick.rizzi@hoganlovells.com
	howard.diamond@flyfrontier.com
GoJet Airlines, LLC	kquinn@bakermackenzie.com
	Jennifer.trock@bakermackenzie.com
Hawaiian Airlines	perkmann@cooley.com
Jetblue Airways	Robert.land@jetblue.com
	Reese.davidson@jetblue.com
Kalitta Air LLC	Psanderlin@kalittaair.com
	nwallace@wallaceair.com
National Airlines	mbenge@kmazuckert.com
Northern Air Cargo	acampbell@northernaviationservices.aero
Polar Air Cargo	Kevin.montgomery@polaraircargo.com
Sky Lease I, Inc.	john@mietuslaw.com
Skywest Airlines, Inc.	mwarren@jenner.com

Southwest Airlines Co.

Leslie.abbott@wnco.com

Spirit Airlines, Inc.

iyoung@yklaw.com

dkirstein@yklaw.com

Sun Country Airlines

Rose.neale@suncountry.com

United Airlines, Inc.

Dan.weiss@united.com

steve.morrissey@united.com

amna.arshad@freshfields.com

UPS

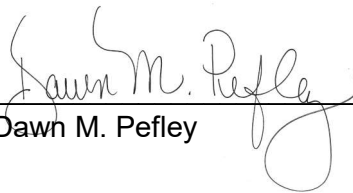
Anita.mosner@hklaw.com

marina.Obrien@hklaw.com

FAA

Benjamin.slocum@hklaw.com

Ricardo.domingo@faa.gov



Dawn M. Pefley

Dated: May 13, 2022